CYCLE NEWS

December 7, 1988 : Number 48

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Barstow-to-Vegas battle to Ogilvie

Bruce Ogilvie

Test: 1989 Honda CR250

New wave Bridgestone tires

U.S. Long Track Speedway C'ship

Stocking Stuffers

TIME DATED MATERIAL MAILED NOVEMBER 29, 1988

America's weekly motorcycle newspaper

In the WIND
BY PAPA WEALEY

Holland's John Van den Berk (Yam) and Davey Strijbos (Cag) were the big winners at the two-day Maastricht Supercross in Holland, November 11-12. Van den Berk won Friday's race, while Strijbos took top honors in Saturday's event. American Broc Glover (Yam) finished fourth on Friday.

Texan Kevin Schwantz (Suz) won both legs of the Macau Grand Prix in southeast China on November 27. Schwantz topped Germany's Peter Rubatto (Yam) and Robert Dunlop (Hon) in both legs to take the overall win. Other Americans included John Ashmead (12th and 11th), Rick Shaw (16th and 12th), Larry Shorts (DNF) and Wes Cooley (22nd and 18th).

Australian road racer Michael Doohan (Yam) took the overall win in the November 27 round of the Swann Insurance Series in Lakeside, Australia. Doohan won the first leg and finished second behind teammate Michael Dowson (Yam) in the second leg. Second place in the first leg went to Malcolm Campbell (Hon) with Canada-based New Zealander Gary Goodfellow finishing third. First round winner Rob Phillis (Kaw) crashed in both legs and will likely not compete in round three on December 4 at Phillip Island. Doohan now leads the series over Dowson, 59-53. Goodfellow is third with 43 points.

There is a good chance that three-time Grand National Champion Bubba Shobert will ride for a Roberto Gallina-run 500cc Grand Prix team in the 1989 World Championship Road Race Series. The team will be co-sponsored by HB Tobacco and American Honda, and Gallina will be contracted by American Honda to run the team. "That's a good possibility right now," Shobert said on November 24. "There are lots of bits and pieces to be worked out." One of those "bits and pieces" is the fact that Gallina has signed a contract to run Pirelli tires in 1989. "We're going to Europe," Shobert added. "It's just a matter of setting a team up."

According to Honda's Gary Mathers, American Honda will not be fielding a team in either the AMA Superbike Series or the AMA Grand National Championship. "We are spending our budget in Europe with Bubba (Shobert)," Mathers said on Monday, November 28. "There will be no additional budget in the U.S., so basically there will be no Superbike or dirt track program. We're really sad about that. It's due to the AMA and Camel scheduling all dirt tracks. Our main involvement with the Camel Pro Series was with Superbike racing. Bubba's not interested in doing only dirt tracks and we're not either."

Team Suzuki mechanic Alan Barker was killed in a dirt riding accident on November 13. Barker, 24, was MXer Ronnie Tichenor's mechanic in 1988 and also accompanied ISDE gold medalist Charles Halcomb to France last September. Funeral services will be held December 3 at 1 p.m. at the Victor Valley Mortuary, 17150 C St., in Victorville, California. Barker's family has requested that in lieu of cards and flowers donations can be made in Alan Barker's name to the AMA Heritage Foundation, P.O. Box 6114, Westerville, OH 43081.

Beginning on January 29, 1989, at Willow Springs International Raceway in Rosamond, California, street riders can run against the clock on the new Streets of Willow Springs 10-turn, one-mile course located behind the regular race track. Devised by California Superbike School's Keith Code and Willow Springs owner Bill Huth, "C-Racing" will allow riders to participate in two timed sessions, about five laps each, to get a taste for what road racing is all about. Lap time sheets will be provided for each rider to verify his or her performance. The cost is $25 and includes a free ticket to the day's motorcycle races at the regular Willow Springs race track. Riders must be 18 years or older and wear protective riding apparel. For more information call 213/484-9323.

MARRIED: Yoshimura Suzuki Superbike racer Doug Polen and Dianne Stephenson in Denton, Texas, November 12.

According to the Los Padres National Forest Supervisor, Art Carroll, some maintained vehicle routes that were closed to off-road vehicle traffic due to stage two fire hazard conditions are now open. "While we cannot consider the fire 'season' officially ended, some restrictions on off-road vehicle use in the forest were lifted, effective at midnight, November 22," said Carroll. For more information contact Lonnie Briggs at the Los Padres National Forest, United States Department of Agriculture at 805/683-6711.

The Motorcycle Safety Foundation has a new booklet called Tips and Practice Guide for the Off-Highway Motorcyclist. The 56-page booklet is offered to help riders prepare for riding in a variety of off-highway environments. It includes tips and information on protective gear, laws and regulations, and special situations such as hill climbing and descending, whoops and riding in mud and water. The booklets are available for $1 each by writing to the Motorcycle Safety Foundation, 2 Jenner Street, Suite 150, Irvine, CA 92718, Attn: Order Department.

Scott Boyer has been named as corporate vice president of Answer Products, Inc., in Valencia, California, while Doug Geller has joined the company as director of research and development. Geller will manage Answers' new design/model shop.

A reward is being offered for the whereabouts of a stolen 1987 Kawasaki KX500, which was taken from the back of a pick-up truck parked in the Red Lion Inn parking lot in Rohnert Park, California, November 22. The frame and engine numbers are (frame) JKAKXVC112HA000281 and (engine) KX500BE004727. For more information, contact Randy Rattaro at 707/584-1526, or 576-5105.

Jake Thompson's Suspension By Jake is now accepting sponsorship resumes for the 1989 MX season. Sponsorship is open to Novice, Intermediate and Expert-ranked riders on all brands of motorcycles. Thompson was a Honda suspension tuner for the factory MX team before resigning following the 1988 season to start his own business. Send resumes to Areosupply Corp/Suspension By Jake, 2909 Oregon Court # C-3, Torrance, CA 90503.

Holeshot Raceway, a new motocross track and training facility, designed by former Supercross and National MX Champion Donnie "Holeshot" Hansen, is near completion and is scheduled to open in January 1989. The new MX track is located in Palestine, Texas, approximately 100 miles east of Dallas. The owner and promoter will be local businessman Bennie Middleton. Hansen and his family are relocating to Palestine where Holeshot Raceway will become the official training center of the Donnie Hansen Motocross Academy. For more information call 512/494-6019.

MOVED: Bratton Sports Racing, formerly Bratton Cycles, to 6560 Skyview Lane, Placerville, CA 95667. The phone number remains the same at 916/626-8329. Bratton Sports Racing specializes in Formula/GP road racing roller cranks for the Yamaha TZ, Honda RS and Rotax twins.

Three-time AMA National Hare & Hound Champion Dan Smith was refused special exemption by the U.S. State Department to travel through Libya to compete in the 21-day, 9000-mile Paris to Dakar Rally. Since part of the course goes through Libya no Americans will be allowed to ride. Smith had lined up a factory 750cc liquid-cooled Yamaha built solely for the event and would have been the only American representative in the race. "It was looking like a good deal," said Smith, "and I was trying to set everything straight with the government, but they said no. I could go, but I wouldn't be allowed to come back, and I kind of like it here."

Ron Naylor (Suz) was the overall winner at the AMA/D-36/Polka Dot M.C.'s 49er Cross Country at the Prairie City OHV Park in Sacramento, California, on November 27. Second place went to Ken McKenzie (Suz), while third went to Mike Harper. It was the final D-36 cross country event of the year and Dean Joiner (Yam) clinched the Sportsman Expert Division title.

Former motocrosser Danny "Magoo" Chandler, who was paralyzed at the Paris (France) Supercross in 1985, returned to racing for the first time since the accident at the Polka Dots M.C.'s 49er Cross Country event. Chandler competed in the ATV Odyssey class, but was unable to finish due to a sticking throttle on his Odyssey.

Australian Geoff Ballard was on hand at the Barstow-to-Vegas Hare & Hound, but the former U.S. ISDE Trophy Team rider did not compete. Instead, Ballard worked as a sweep rider.

Suzuki's 1989 motocross team is complete and has Ty Davis and Jimmy Gaddis riding the 125cc National and West Coast Regional Supercross Series. Davis will also ride occasional 250cc Supercross races. Bob Hannah will continue to do development work while racing in selected events of his choice, Erik Kehoe will attack the 125cc Nationals and 250cc Supercross Series while Johnny O'Mara returns for another year of 250cc National and Supercross competition. Ronnie Tichenor moves up from the 125cc class and will contest the 250cc National and Supercross Series. Although Steve Childress and Todd DeHoop aren't officially on the factory team, they will also receive support from Suzuki.

MARRIED: Matt Whiting to Lisa Cole on November 12 in Lancaster, California. Whiting is MXer A.J. Whiting's brother, and his former mechanic for seven years.

MOVED: Vanson Leathers to 434 Hancock, Quincy, MA 02171, 617/328-9291, or 328-9292.

MOVED: Kayo Corporation to 50 Division Street, Somerville, NJ 08876, 800/678-YOKO, or 201/526-9206.

Jack Mercer, 71, died on November 20 in Connecticut. Mercer worked as a field representative for Rich Child Cycle in the late 40s, prior to working for Triumph in the 50s and 60s. He is survived by his wife Eddy, and daughters Bonnie and Laurie.

Ed Arnet, editor of Dirt Bike magazine, reportedly suffered a bruise on the right side of his brain after a crash in the Barstow-to-Vegas Hare & Hound race on November 26. Arnet is listed in critical but stable condition at Loma Linda University Medical Center in Loma Linda, California. Sources at Daisy/Hi-Torque Publications, Arnet's employer, have said that he is semi-conscious and is coherent when awake. Cards and letters can be sent to 11234 Anderson Street, Loma Linda, CA 92354, Unit 7200.

CYCLE dreams

That a Leader is forever with us, and the Follower forever true.

It was a time of sorrow and despair. The end of the world seemed nigh. Life stopped — almost. A riding buddy of ours had, well, packed up and moved on. He gave his good reasons, bid his fondest farewells, then took his motorcycles and left. Headed north in a cloud of dust. Leaving us in an aimless, somber sort of mood, wondering in fact how we'd ever survive. The roads without him felt strange; they'd somehow shrunk and given up their thrill. Then we started talking through letters, he and I, vivid pages tapped out on computer keys and mailed, sharing our pastime in distant exchange. Restoring a bit of that loss when a squadron of riders loses one of its own to relocation. But not enough. There was still that empty place in our riding ranks, that vacancy that few can fill. Then one night like a dream he solo rode four hundred miles south just so we could all ride together the next dawn, the same 400 going north again. Ah, the brotherhood! Yes, the sheer euphoria of espirt de corps! Riding once more with that extraordinary rider, the one who in every group knows the innermost secrets of motorcycling, the one who fixes the most puzzling of road breakdowns and who tells the best jokes. The one who has ridden every road betwixt here and the next tank-up. No matter where. We all know them, these master riders. Their names are as personal and close and yet as varied as the winds. You've got yours; I've got mine. Vinnie on the Shadow. Jack on his Beemer. Marco riding the Guzzi. J.W. with his Paso. Denny and Judy aboard their Wing. Margaret and her Ninja. Joe on whatever. Michael on his Laverda or his Harley. Rich on his GS, or ABS, or SS. And, so many years ago, my father John on his HRD like a bolt of swift lightning. These people who are the point riders, riding on, and always on. And even when they aren't there, up front and leading the way, we can feel them amongst us. It's an attitude, a being, a presence that guides our own riding. And makes us, too, Extraordinary. Like them. Almost.

William Edgar

Over the edge

"This here's a tough little dogie to rope."

BRIAN CATTERSON PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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ON THE FRONT PAGE: (Above) The first of four waves totalling 1200 riders prepares to leave the starting line in Barstow, California, beginning the 165-mile trek to Las Vegas, Nevada at the Barstow-to-Vegas Hare & Hound. Photo by Bernadette Phillips. (Below) Bruce Ogilvie gathers the rewards for finishing first overall in the event. See page 6 for complete coverage. Photo by Kit Palmer.

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VOICES

Italian GP

I have a problem. I am currently stationed with the U.S. Navy in Italy. I just received your latest issue with the 1989 World Championship Road Race Series schedule listing Mugello, Italy, as the location for the Italian round. I have checked with the Italian tourist and travel people here on La Maddalena (north of Sardania) and they have absolutely no idea where or what Mugello is.

Please clarify the location of the Italian Grand Prix. Is it near any large cities? Which ones? Directions and ticket information? I would like to attend at least one GP next year and Italy is closer than both Hockenheim in West Germany and Salzburg in Austria.

JEFF WOODDELL
FPO New York, NY

You no longer have a problem, Jeff. The '89 Italian GP will be held at the Autodromo Nazionale del Mugello which is located 18 miles from Firenze and reached via the A-1 Autostrada e del Sole. For ticket information, contact A.I.M. s.r.l. Firenze, Viale Amendola 36, Firenze, Italy (phone: 055/846351). . . Editor.

No!

With regard to Mark Frost's letter (Lawson #2) in your November 23 issue, I'll vote on that! But I'll have to vote *no*.

Yes, it's true that winning a World Championship is a team effort. And Kel Carruthers and his crew deserve recognition for their considerable contribution to that successful program (Marlboro has already gotten what they paid for). But nobody on the team contributes anything like what Eddie does. He is involved in every aspect of development of the machine and his input is absolutely crucial to the successful preparation of the bike on race day. Selection of tires, gear ratios, suspension components and even engine components is as important as putting them together properly. All this is different with each and every race and the proper selection could not be made consistently without precise rider input. And then after all the decisions were made and the bike was ready *nobody* went out there and stuck his neck *way* out on the line but Mr. Lawson.

That's why he gets paid what he does and that's why the #1 plate belongs to him and on the bike he's riding. And Kel Carruthers would be the first one to say so.

GREGG THOMPSON
El Toro, CA

No zeroes

I appreciate the opportunity to correct some errors in the article on the Cajun Classic National Enduro. I also recognize that the reason for those errors was the late arrival of our article which caused some last-minute editing.

No rider zeroed the first or second loop. (Randy) Hawkins dropped four and two points; (Kurt) Hough dropped three and one in these loops. The third loop was meant to take points from all and it did. Hawkins was one minute faster than Hough in the very tough section.

All riders were assigned row numbers exactly according to AMA rules. Double A riders were spread from rows 20 to 40 as evenly as we could make them. In no case were two AA riders on the same row as the article claimed. Hawkins and most of the other AA riders pre-entered and their row did not necessarily reflect the date of entry. Possibly rows could be assigned to AA riders according to how they ranked the previous year. AMA should step in to solve this annual complaint.

I do not believe that anyone, including row 00, has a valid claim to having to break trail in our enduro. Our trails are exceptionally well cleared and marked.

Hopefully these comments clear some points that seemed to detract from an outstanding win by Hough and we think an outstanding enduro by the Acadiana Dirt Riders.

BOB CORNELL
President Acadiana Dirt Riders
Lafayette, LA

The good guys

It saddens me greatly to see the injury and loss of life that has occurred in the sport of motorcycle road racing this past year. The lack of concern that some of the track owners have toward safety is no less than shocking.

There are, however, some track owners that do care. One that comes to mind is Grattan Raceway in Grattan, Michigan. E.J. (the track owner) has been making constant improvements to the track during the last two years. E.J. is genuinely concerned about the safety of the riders and the comfort of the corner workers and spectators and has spent a great deal of money proving this. And as a result Grattan Raceway is one of the safest and most challenging tracks I have had the pleasure of riding.

Other track owners should take a good look at this facility. Because when the dust settles it will be tracks like Grattan that will be hosting the exciting sport of motorcycle road racing, while other tracks will be struggling through lawsuits and rider boycotts.

Lets support the good guys.

CHET L.R. CRISHER
Powerhouse Racing
WERA/AMA #183
Alma, MI

Support

This letter is to thank all who gave their support to me during my accident that dislocated my right hip at the So Cal Hare & Hound, November 13.

First of all, let me say thanks to David from Rescue 3. He did an excellent job transporting me in and securing my hip from further injuries. If you ever race in the desert, you know how important they are to the sport of desert racing.

I would also like to thank my club, the Viewfinders M.C., for their calls of support during my five day stay in the hospital. I also would like to say thanks to Craig Rimling and Ron Shuler for taking my bike and truck into town.

And last but not least, I'd like to thank the two individuals who helped David load me and bring my bike back to camp. Though my future in desert racing is still up in the air, there's one thing for sure you'll never keep me from, and that's the greatest people in the world — desert racers.

JIM McGRATH
Oceano, CA

Another King Cross view

I just finished reading Voices in the November 16 issue. Specifically, the letters against Alan Cathcart's article on the King Cross dirt bike.

I think the authors of those letters might be better off living somewhere in Russia! Whatever happened to the First Amendment? I enjoyed Cathcart's piece! Every now and then it's nice to read something a bit off the wall in *Cycle News*.

I've been riding for over 22 years and wear a helmet each time I ride. I also realize stuntmen don't always wear them. One doesn't have to see a picture in *Cycle News* to get the message! Stuntmen are paid to do these crazy things that most of us wouldn't do, and we see them on TV as well as at the movies. Even a child knows what will happen to "ol Arto" when he falls off King Cross. He's probably going to die!

For every four readers that didn't like the story, I bet there were four thousand that did. I also believe that the editor should stand up for what gets printed in his magazine, rather than wimp-out to the likes of these individuals.

I live just a few hours drive from the Iron Curtin. Lots of folks on the other side would die to get over here, and often do, to read an honest magazine that prints interesting stuff. I think we have a few people in America who sometimes forget where they are and what the U.S. Constitution stands for.

T.K. DONLE
Gaiberg, West Germany

Thanks for trying

I would like to congratulate Eddie Lojak for another title in the 100-Miler Series, and all the other competitors for a good season. I would also like to thank some sponsors whose names didn't make the print this year: Honda/Suzuki of New Lexington and Hawk's Cycle Sales of Athens. Sometimes you get a bad bike; these guys tried unsuccessfully to keep it going for me.

Also thanks to Athens Sports Cycles, Lancaster Sport Cycles, and the Homer O'Nail family for loaning me bikes to finish the season. And of course, thanks to Dunlop, Smith, Answer, Arai, MJ, and my parents, Harold and Marilyn, and girlfriend Tina.

KEVIN BROWN
Number Two 100-Miler
Athens, OH

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"SUPER/MOTO CROSS is really innovative."

—Brian Lunniss

Name: Brian Lunniss

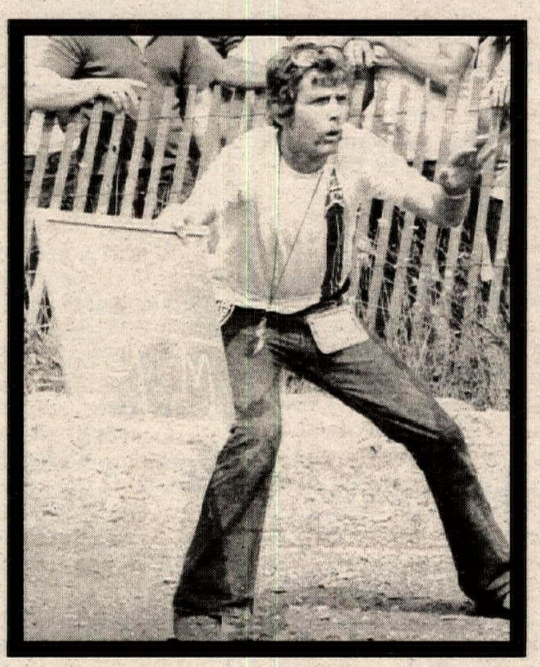
Occupation: Tuner, Team Honda

Riding history: "I started riding motorcycles around the yard when I was about 10; my first bike was a Honda Trail 90. At 16 I took up street riding and also started riding enduros. Motocross was just popping onto the scene, and I did both MX and enduros because there wasn't much of either at that time. We traveled around the Midwest and I did real well in the enduros and not so great in MX. I also raced snowmobiles for a while, winning the amateur World Championship at one point."

Professional background: "I got out of the military in 1970 and went to work as a mechanic in Suzuki's racing department. At that time, roadracing, MX and snowmobiling were all together. Nobody was assigned to a particular rider, and everybody did everything. Some of the guys we worked for were John DeSoto, Art Baumann, Bryar Holcomb, Mike Runyard and Billy Grossi. I then spent a year working for Scott USA as their racing representative, setting up the program and working on the development of the infamous plastic boot. I decided that was too slow a pace for me and went back to work. Honda asked me to go to Europe to work for Graham Noyce in the Grands Prix. I returned stateside and worked with Warren Reid, then Donnie Hansen. After Donnie got hurt, I worked for Bob Hannah three years, then went to work with Ricky Johnson when he joined Honda."

Track Record: Supercross and 250cc National Championships in 1982 with Donnie Hansen; Supercross and 250cc National Championships in 1986 with Rick Johnson; 250cc and 500cc National Championships in 1987 with Rick Johnson

PHOTO: ROBERT B. ALEN



Bikes currently owned: Honda 500 Interceptor

Advice for aspiring mechanics: "You have to be extremely dedicated. It's got to be something you want to do so badly that you'd do it even if they didn't pay you. It looks glorious from the other side of the pit fence, but I was only home 90 days last year and drove an average of 1300 miles a week. Then, when you're done driving the truck, you have to get out, overhaul the motorcycle, the truck and everything else that needs to be done and get ready for the race. Then you do the race and Monday morning you get up and start driving again. The main thing is to be really open and alert so that you learn something new from somebody every day, no matter who they are. You have to be ready for new ideas or even to go back to old ones that seemed wrong at one time or another."

Magazine: "SUPER/MOTO CROSS is really innovative and it's professional in every respect. The editors are more interested in sticking to the facts and covering the sport than in being the *National Enquirer*."

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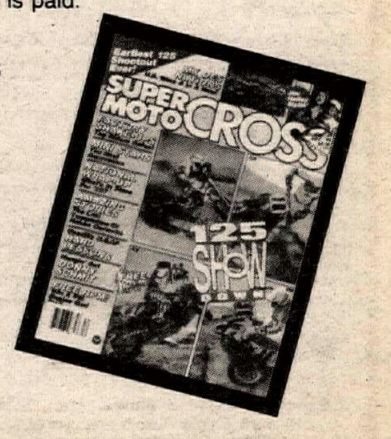


Bruce Ogilvie, riding a Honda XR600, won his first-ever Barstow-to-Vegas and claimed the Vet Open Expert class win as well.

Team Green's Ted Hunnicutt battled with Ogilvie for the lead, but came up two minutes short at the finish. He ended up second overall.

AMA/District 37 Barstow-to-Vegas Hare & Hound

Ogilvie victorious at B-to-V thriller

By Anne and Tom Van Beveren
Photos by Anne Van Beveren and John Thomas

LAS VEGAS, NV, NOV. 26

"I've wanted this for a long, long time," said American Honda's Bruce Ogilvie as he sat on the finish line at the 1988 AMA/D-37 Barstow-to-Vegas Hare & Hound. "It always feels good when you win but this one is something special."

"It's a big race — one of the biggest of the year and I've always wanted to win it, but they quit having it when I was in my prime as a racer," the Over-30 class entrant told *Cycle News*. "I've led it a couple of times and I finished second in 1983 but I never quite made it to number one. Now I've finally done it and it feels great."

Ogilvie's long-awaited win came at the end of one of the hardest-fought B-to-V races in memory. The front-runners were closely bunched all the way in the 165-mile event and it was still anybody's race as the top three headed into the last 30 miles with less than two minutes between them. A do-or-die sprint in the final rocky section gave the XR600-mounted Ogilvie the edge he needed and brought him in to the finish a scant two minutes ahead of Team Green's Ted Hunnicutt, with fellow Kawasaki pilot Paul Krause hard on his heels in third.

The closely contested race was also one of the most demanding events that B-to-V racers have ever seen. In addition to the 1200-strong field and the cream-of-the-crop competition that AMA/D-37's most prestigious event always draws, this year's racers also faced a revamped course. The wide-open running that made B-to-V a test of courage as much as skill had been rethought and 1988's competitors ran headlong into some of the toughest, rockiest terrain that District 37 organizers could find.

"It was tougher than a two dollar steak — a real killer," said Novice class racer Larry Naston. "That last section was so bad I thought they had to be kidding. Me, ride through that? It was nothing at all like B-to-V usually is."

"The change really happened because of the BLM," said race co-chairman Rick Hammel. "They closed the scenic area that we used to use. The BLM said they wanted us out of the scenic area, so we had to move the course. We were left with a 150-foot wide corridor and we did the best we could with it. We didn't really plan to make it tough, it just worked out that way."

But while the tough terrain spelled disaster for many of the racers, Ogilvie used it to his advantage. "That rocky section right at the end won it for me," said Ogilvie. "It was like riding an enduro — rocky, gnarly, tight stuff, and the bike worked flawlessly in that. Everyone else had problems there so I got a bit of a lead."

The radical environmentalist group Earth First claimed responsibility for scattering small wooden devices spiked with nails on some sections of the race course and on access roads into the pit sections to cause flat tires. However, most of the spikes were found by the pre-race sweep crews, and none of the racers reportedly ran over the spikes.

Most of the racers had no idea what lay ahead as they lined up in the starting area 30 miles east of Barstow, California. "I was totally unprepared for what we rode through," said Team Green's Paul Krause. "I expected it to be the same old fast stuff but it was a lot of virgin, twisty, turny stuff — real desert racing for a change."

The starting banner dropped for the Amateur/Expert wave just after 7.30 a.m. and the racers hit the throttle with a vengence. Rain the week before the race provided dust-free running all the way to Nevada and brought some of the fastest bomb-run speeds ever seen at B-to-V.

"The conditions were awesome," said Team Husqvarna's Dan Smith, who got the holeshot in the starting-line drag race. "With the wet ground, it couldn't have been better." Krause and Ogilvie also got off to flying starts and it was close to a three-way tie as the racers powered past the bomb. "It was pretty exciting," said Smith. "It was like motocross where they play dirty and stuff each other into the berms but we were in sixth gear going for it."

The close racing almost spelled disaster when Smith and Krause locked handlebars at full cry and Kawasaki nearly lost its two top Open class racers when Krause and Hunnicutt came together just past the bomb. "We were both trying to pass at the same speed at the same time. We were side by side up in the air and Ted's wheel ran over my brake lever," said Krause, pointing to the black marks left on the lever. "I had to yank my hand off the bar or he would've run over it. I thought we were history. It scared me to death."

Some of the slower starters also had a few worrying moments. "I fouled a plug right when the banner dropped and couldn't get the bike started," said Kawasaki's Grant Palenske. "I had to stop and change the plug, so I was dead last off the line. Nobody was sitting there by the time I left and I had to pass a million people to catch up again."

YZ125cc hopeful John Braasch also had an interesting bomb run. "This isn't the bike I was going to ride — I broke that one in practice yesterday," said Braasch. "I went home and got this brand new one and the bomb run this morning was my break-in. I think it did a pretty good job — the bike ran well all day."

Some of the racers did not make it as far as the end of the bomb run. Idaho's Ron Dillon earned special mention in the "longest drive for the shortest ride" category when he broke his bike just one mile out.

The start area, approximately 20 miles north of Barstow, looked like a small city by the 7:30 a.m. start.

The Hacienda Hotel hosted the trophy presentation Sunday morning.

Despite numerous near-misses in the early stages of the race, the front-runners survived the transition from bomb-run to pink-ribboned trail and soon settled into stride. Smith led the way with Hunnicutt, Krause, Ogilvie, Greg Zitterkopf (ATK) and Cliff Thomas,(Yamaha), hard on his heels. Thomas pushed through to take the lead at the first pit but dropped out soon after when his rear tire reportedly parted company with the rim. Smith took an extra-long pit to repair a broken spark arrestor and Ogilvie had backed off to take care of pumped-up arms.

KX250 hotshot Roeseler grabbed the lead coming out of pit one but was knocked back by a flat rear tire just a few miles further down the trail and the search for a new race leader was on again. Hunnicutt broke through to the front as the racers charged into the second pit at Halloran Springs, but with Krause just six seconds behind and only another eight seconds back to Ogilvie in third, it was up to the pit crews to determine the leader as the dash to pit three at Whiskey Pete's Casino got underway.

"I was going well by the time we got to the second pit," said Ogilvie. "I'd been up in second at the bomb but then my arms pumped up and I rode slow for the next 25 to 30 miles which put me all the way back to 10th or 11th coming into the first gas, but after that I passed a bunch of guys. I got the fastest pit at Halloran Springs and left there in the lead."

Hunnicutt and Krause were duking it out for second as they headed out of pit two with Zitterkopf's ATK in fourth, Vet class hopeful Scot Harden (KTM) in fifth and Roeseler still out in front of the 250s, in sixth. Harden's bid for the lead bit the dust less than half a mile further up the trail.

"I had a good race all morning — things were going really good, but my chain broke just out of the second gas," said Harden. "I had to run back, get another chain and then put it on the bike. I guess I was lucky — I could've gone two miles or more and then had it break, but I was back around 40th or 50th by the time I got going again."

Screaming through pit two in seventh overall, a mere three minutes behind the race leaders, was Hallgath's YZ125. "I got a fairly good start and I was probably in the mid-40s at the bomb," the hard-charging C class racer told *Cycle News*. "It was really tight — a 125 course all the way, so I had a lot of time to make up some spots. There was no dust either, so I passed people all over the place."

Hallgath was followed through the second pit by Smith, who had compounded his pit one spark arrestor problems with a flat tire less than four miles out from the pit, and Roeseler's rear flat had him back in eighth.

The lead changed hands again and again as the front-runners headed through the Clark Mountains towards the California/Nevada border.

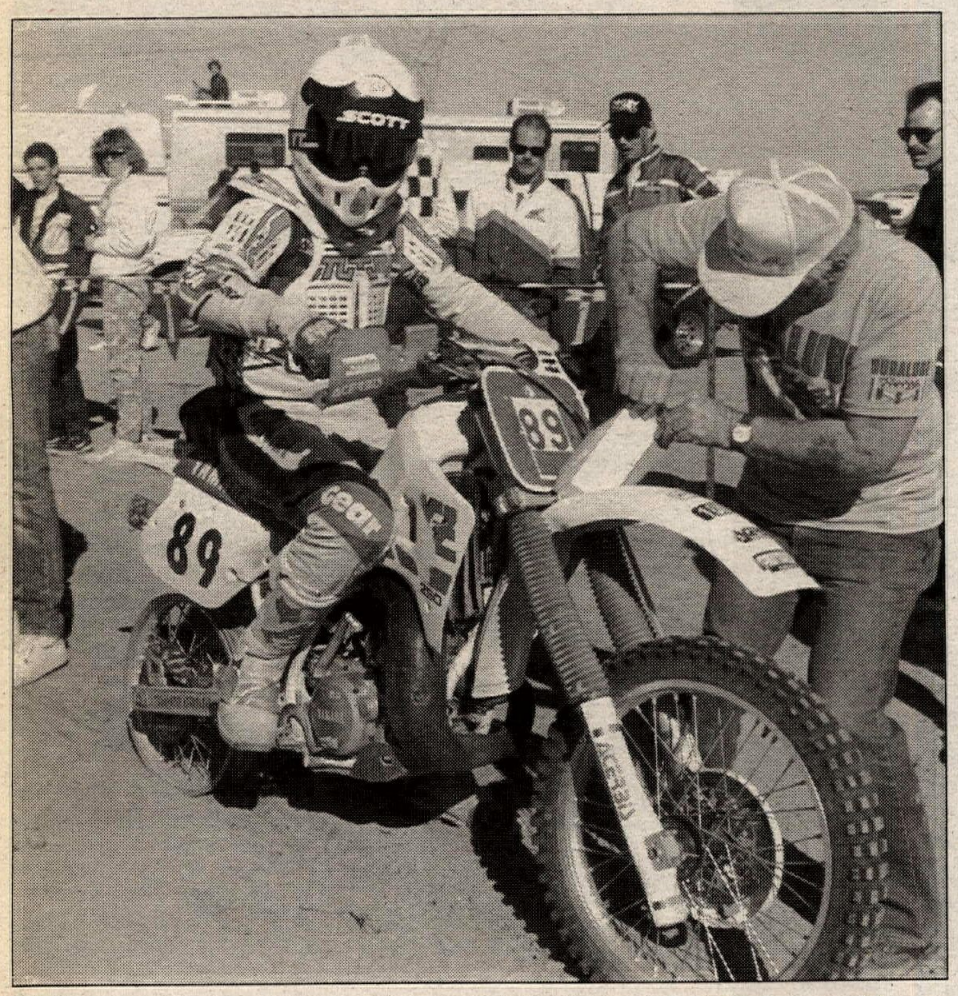
"Bruce and I went at it like crazy," said Hunnicutt. "He blew a turn and I got him, then he'd pass me back. It was so close — we had a really good race going."

Krause was still holding on tenaciously in third, Hallgath's YZ125 was in full cry just a few bikes behind, and Smith and Roeseler were pushing hard to make up time on their newly-fitted tires. Also hard on the gas was Yamaha hotshot Dan Ashcraft, who was trying a new wide ratio YZ250WR on for size. "I got a horrible start. I was way back at the first gas — 28th or something like that," said Ashcraft, "but I started moving up pretty fast after that. The course wasn't so whooped out this year so you could really move."

Vet class contender Kenny Parry was also recovering from a dismal performance on the starting line. "I missed my kick starter — can you believe that?" said the KX250 pilot. "I did all sorts of stupid stuff that you're not supposed to do when you're an Expert, but I just hung in there."

Out in front, the battle for the number one spot was still going strong. "Ted passed me back just after the pit and I let him lead for about 20 miles," said Ogilvie, "but then we got into some rough stuff and he started having problems. He

Eric Hallgath piloted a Yamaha YZ125 to fourth overall and claimed the 175cc Expert class win.



This year's event proved to be one of the toughest Barstow-to-Vegas events in recent memory. Just finishing was a major accomplishment.

Kawasaki pilot Larry Roeseler survived a flat tire and finished fifth overall and first in the 250cc class.

was doing handstands and having a hard time on the rocky roads and I wasn't, so I blew by him and never looked back. I got him right after Cima Road."

"Bruce passed me on a really rocky, technical road — going so fast I couldn't believe it," said Hunnicutt. "'No way,' I said to myself, there's just no way I was going to try to catch up. It would've been really unsafe."

Ogilvie was still out in front and had built up a 58-second lead by the time the racers came out of the mountains and raced down the valley to Whiskey Pete's. Krause was just under a minute behind in third with Roeseler, Hallgath, Zitterkopf and Smith all clearing the Whiskey Pete's pit within eight minutes of the race leader.

But try as they might, there was nothing the front-runners could do to catch the elusive Ogilvie. Honda's heavy hitter never missed a beat in the treacherous enduro-like terrain of the last 30-mile section and kept the charge going right to the end. The XR600R was a full two minutes ahead of Hunnicutt's KX500 as it completed the grueling three-and-a-half hour sprint and earned Ogilvie the coveted overall B-to-V title and the honors in the Open Vet division.

"This win means a lot to me," said Ogilvie, who was beaming from ear to ear despite a face full of nicks and scratches from flying rocks. "I've always wanted to win B-to-V but I never quite made it. This is special, that's for sure.

"The race was a lot different this year — definitely a desert race, not a road race," said Ogilvie, who thanked American Honda, Hondaline, Can-Am and Scott Goggles. "There was lots of new terrain, lots of rough stuff — a really good course, and the bike worked flawlessly. No flats or anything. All I did was put gas in it."

Hunnicutt, who thanked Kawasaki, Renthal, Dunlop, Tsubaki, Pro-Circuit, Bel-Ray and Scott USA, was almost as happy with second overall. "I'm happy with the way it went," said Hunnicutt. "My best finish before this (at B-to-V) was fourth overall and this is the sort of race where you should be happy to finish at all."

"It was just so close all the way," said Hunnicutt. "There were three of us always within distance. It was just in the last half of the last section that we started getting spread apart. We had quite a race going today."

Krause, who missed winning last year's B-to-V race by less than one bike length, slid across the finish line behind Hunnicutt to claim second in the Open Expert class and third in the overall standings.

"This is the best B-to-V course I've ever ridden. It wasn't a road race all day," said the Kawasaki/Metzeler/Answer/Smith/Tsubaki/Shoei/White Bros./Renthal/Spectro-backed racer. "There was no dust at all and it was a perfect day for racing."

Heads turned in surprise when Hallgath charged home to claim fourth overall on the Granada Yamaha/Silkolene/Smith Goggles/JT Racing-sponsored/Al Holley-prepared YZ125. "I got fourth overall last year too," said Hallgath. "I had a good ride with no problems at all except for a front flat halfway into the race, but I didn't really notice that at all. Everything went well, but I'm going to have to work out how to win this race overall next year."

Hallgath's nearest 125cc competition was John Braasch who brought his Yamaha Motor Corp./Pro-Circuit/O'Neal/Spectro/Yamaha of Covina-backed YZ125 home in 25th overall. "I went alley-oop over the bars trying to pass in some cross-grain in the first section but I had a good ride apart from that, and the bike worked really well even though this was the first time it's ever been ridden," said Braasch.

Fifth in the overall standings and first in the 250cc division was claimed by Team Green's Roeseler.

"There was a lot of virgin terrain, they didn't use the same old trails and it was marked well. It was good for a B-to-V race," said the Kawasaki/Malcolm Smith/Scott/Dunlop/Acerbis/Pro-Circuit/CTI/Bell/Tusbaki-sponsored Roeseler. "Everyone passed me in the fast stuff after I got the flat but I was just telling myself hold on, hold on, the tight stuff's coming. I lost some time with the tire though and I was about eighth when I left the pit at Halloran Springs. There wasn't much I could do after that."

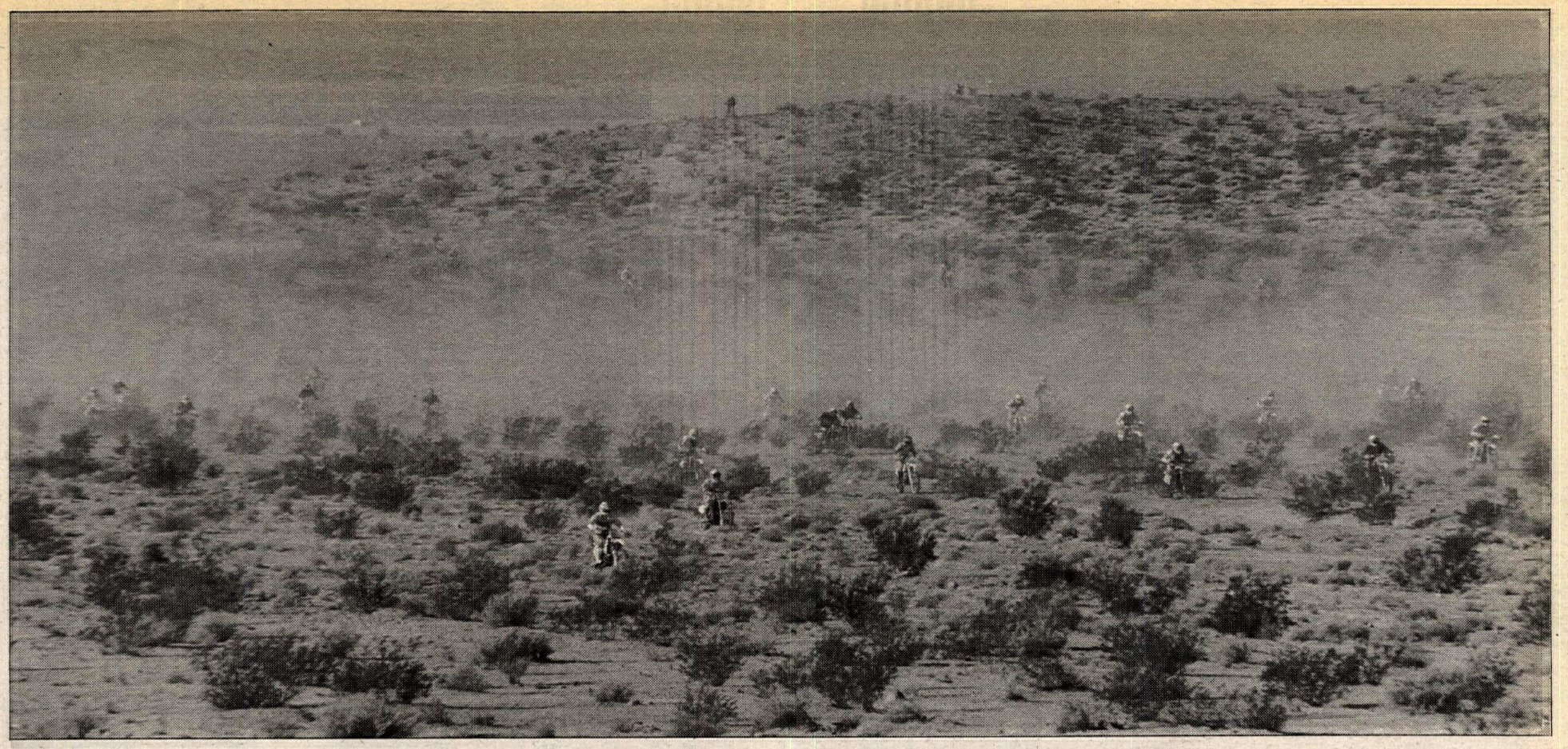
Roeseler was followed in by Smith, who also lost time with a flat near the Halloran Springs pit.

"I had a few problems early in the race but I roosted from the second pit on," said the Cagiva N.A./Goldbelt/Scott/Autolite/Arai/Alpinestar/Maxima/Tsubaki/Acerbis/Renthal/F&L/Z Racing-backed Smith. "I liked the new sections of the course. Some of those were awesome."

Zitterkopf crossed the finish line in seventh overall despite sticking his ATK in third gear shortly after the Halloran Springs pit; Dan Ashcraft claimed eighth (second 250cc) for Team Yamaha and former National Enduro champ Kevin Hines, who was slowed by a flat tire, brought his factory-backed 600cc KTM home in ninth.

Don Griewe, who had been sandwiched between Ashcraft and Hines just 15 miles out from the finish, finally limped home in 52nd overall.

"I was right behind Ashcraft when I hit a rock and crashed," said Griewe. "I'm not sure what I've done but I think I jammed my thumb or something because I can't use my right hand at all, but there was no way I was going to drop out. I was going to finish this thing no matter what."



The first of the four waves leaves the startline on the two-mile bomb run. Twelve hundred riders started this year's event.

Refusing to be stymied so close to the finish, Griewe finally solved his injury problems by moving his throttle assembly over to the left side of the bars and rode one-handed into the finish.

Tenth overall earned RM250 privateer Scott Stearns third in the 250cc division.

"This is great," said Stearns. "I had some good races out there today and I'm really happy with my finish. I want to thank Mom and Dad for buying the tires to get my van here to the race. I couldn't have done it without them."

Parry overalled the Vet 250cc class in 11th overall.

"Bruce (Ogilvie) and I are showing that the old guys can still do it — we're not out of the running yet," said the Kawasaki/Scott's Performance/Smith/PJ1/Sinisalo/Tsubaki/Trick-backed Over-30 racer.

Harden brought his KTM home in 19th overall, earning second Open Vet behind Ogilvie, and Mike Sixbery was hard on his heels to take second in the Vet 250cc division.

Bill Saltzman, who overalled the Senior division in 46th overall, described this year's B-to-V as "a pretty ordinary race."

"I didn't get any kind of a start at all — I almost had to push it off the line, but apart from that, and a front flat for part of the distance, everything went pretty well," said Saltzman. "I just had to pick people off one at a time."

Saltzman's nearest Senior competition was Al Hull, who finished 51st overall on a YZ250, with Bill Maxim, Ron Paproski and Gary Garland finishing nose-to-tail back in 66th overall.

"It was everything they said it would be," said Maxim. "It was tight and slow, it was well marked and there was hardly any dust. It was great."

Mercedes Gonzalez took the Women's Division honors in 61st overall with Lori Conway finishing second (117th overall), and Al Guzman headed up the Super Seniors in 97th overall, with Curtis Horst and Richard Christian not far behind.

A neck-in-neck battle for the overall Amateur class honors was settled right on the finish line when Vet class Honda pilot, Mill Creek Welding's Brent Carnahan edged Open Amateur Eric Anderson out of 104th overall by less than one bike length.

"What a race," said an obviously elated Carnahan. "We were battling it out back and forth for ages. I finally did it, but only just!"

Jim Ridenour overalled the Novice class racers in 189th overall and the first Beginner to complete the course was Yamaha pilot Raymond Bowman. •

Results

O/A: 1. Bruce Ogilvie (Hon); 2. Ted Hunnicutt (Kaw); 3. Paul Krause (Kaw); 4. Eric Hallgath (Yam); 5. Larry Roeseler (Kaw); 6. Dan Smith (Hus); 7. Greg Zitterkopf (ATK); 8. Dan Ashcraft (Yam); 9. Kevin Hines (KTM); 10. Scott Stearns (Suz).

OPEN EX: 1. Ted Hunnicutt (Kaw); 2. Paul Krause (Kaw); 3. Dan Smith (Hus).

250 EX: 1. Larry Roeseler (Kaw); 2. Dan Ashcraft (Yam); 3. Scott Stearns (Suz).

175 EX: 1. Eric Hallgath (Yam); 2. John Braasch (Yam); 3. Jimmy Lewis (Yam).

VET OPEN EX: 1. Bruce Ogilvie (Hon); 2. Scot Harden (KTM); 3. Gary LaPlante (Hon).

VET 250 EX: 1. Kenny Parry (Kaw); 2. Mike Sixbery (Yam); 3. Tracy Hrach (Yam).

SR OPEN EX: 1. Bill Saltzman (Hus); 2. Bill Maxim (Hon); 3. Ron Paproski (KTM).

SR 250 EX: 1. Albert Hull (Yam); 2. Larry Gordon (Kaw); 3. Dennis Tooman (Yam).

S/SR EX: 1. Al Guzman (Kaw); 2. Curtis Horst (Kaw); 3. Richard Christian (Hus).

WMN EX: 1. Mercedes Gonzalez (Kaw); 2. Lori Conway (Hon); 3. Vicki Scott (Kaw).

OPEN AM: 1. Eric Anderson (Hus); 2. Geoffrey Sanborn (Hon); 3. Chris Hodges (Hus).

250 AM: 1. Brad Fay (Yam); 2. Randy Moseley; 3. Teri Woody (Yam).

175 AM: 1. Keith Meter (Yam); 2. Keith Loosfoot (Suz); 3. Eric Hanks (Kaw).

VET OPEN AM: 1. Brent Carnahan (Hon); 2. Troy Raynor (Hon); 3. Kenneth Ehlers (Hon).

VET 250 AM: 1. David O'Brien (Yam); 2. Bob Camping (Hon); 3. Duncan Fitzgerald (Hon).

SR OPEN AM: 1. Rick Claypoole (Kaw); 2. Chuck Elderton (Yam); 3. Jim Farrand (Hon).

SR 250 AM: 1. Rick Leffler (KTM); 2. Don Doerksen (Yam); 3. John Huegel (Hon).

S/SR AM: 1. Jerry Harpole (Hus); 2. Richard Webester (KTM); 3. Ed Butler (Kaw).

OPEN NOV: 1. Terry Altmann (Hon); 2. Jeff Dresser (Hon); 3. Greg Herweg (Hus).

250 NOV: 1. Jim Ridenour (Kaw); 2. Jerry Ewing (Kaw); 3. Quint Betts (Yam).

175 NOV: 1. Brian Renshaw (Yam); 2. Skooks Pong (Cag); 3. Matthew Breyer (Yam).

VET OPEN NOV: 1. Allie Russell (Hon); 2. Kevin Bennett (ATK); 3. Gilbert Ashdown (KTM).

VET 250 NOV: 1. Kevin Roseberry (Hon); 2. Rudy Stark (Yam); 3. Joseph Ramirez (Suz).

SR OPEN NOV: 1. Dennis Thielke (KTM); 2. Eddie Walker (Yam); 3. Donald Kadlec (Hon).

SR 250 NOV: 1. Frank Chamberlin (Hon).

S/SR NOV: 1. Duwayne Larson (Yam); 2. Ned Jones (Yam); 3. Ken Johnson (ATK).

OPEN BEG: 1. Randall Banks (Hon); 2. Greg Eoff (Hon); 3. Dave Gieling (Yam).

250 BEG: 1. Raymond Bowman (Yam); 2. Steve Maas (Suz); 3. Geoff Ball (Suz).

175 BEG: 1. Russell Wiley (Hon); 2. David Leather (Hon); 3. Brandon Reevs (Hon).

VET OPEN BEG: 1. Gary Gunn (Hon); 2. Mike Mariscal (Hus); 3. Ed Anderson (Hon).

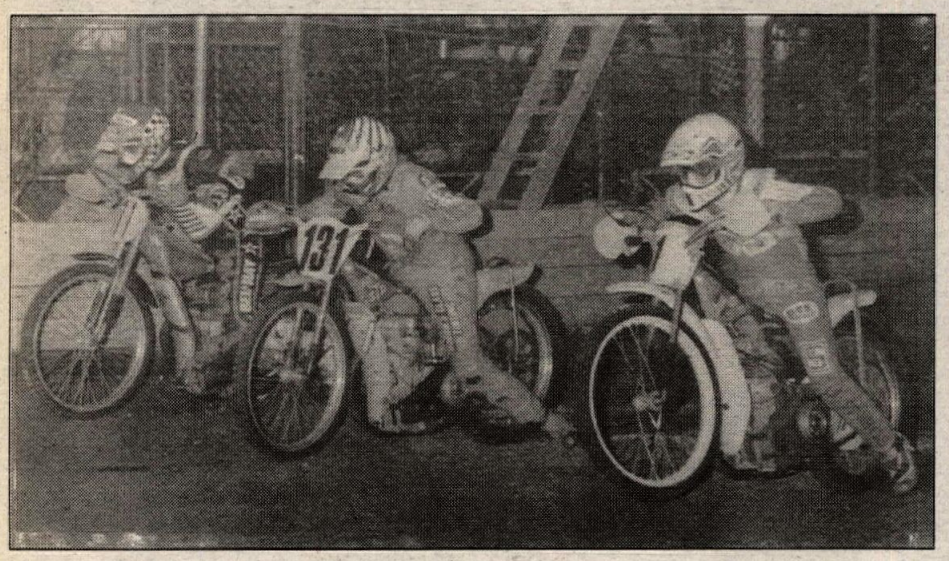
VET 250 BEG: 1. David Schultz (KTM); 2. John Able (Yam); 3. Sam Hunbter (Yam).

SR OPEN BEG: 1. Dan Thomas (Hus); 2. Jerry Ross (Yam); 3. David Leather (Yam).

SR 250 BEG: 1. Loren Stroud (Hon); 2. Douglas Carter (Hon); 3. Jay Moore (KTM).

Paul Krause (top) makes a pit stop en route to a third place overall finish. The finish (below) was a welcomed sight at this year's grueling race.

Winner Sam Ermolenko receives his hardware for winning the U.S. Long Track Championship. He also received more than $2000 in cash.



Bobby Schwartz (far left), shown here starting a heat race alongside Kelly Inman (131) and Denmark's Jan Pederson, finished second.

Ermolenko sweeps U.S. Long Track Championship

By Scott Daloisio

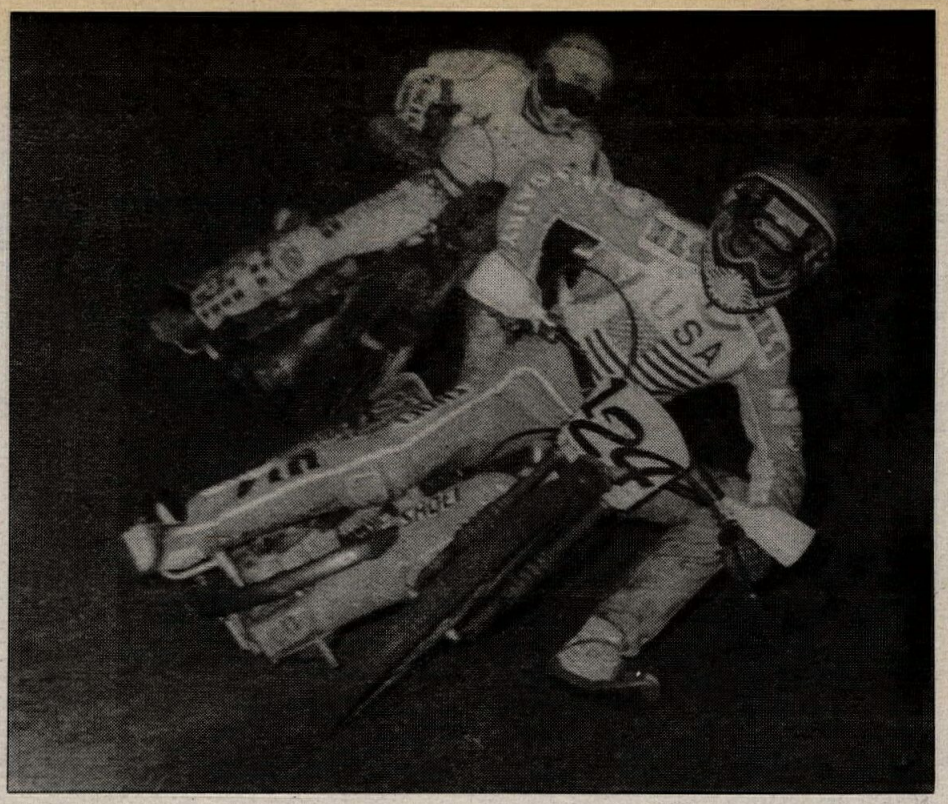
GARDENA, CA, NOV. 18

For riding under six minutes on the Ascot half mile Friday night, American superstar Sam Ermolenko pocketed more than $2000 for winning the 14th Annual U.S. Long Track Championship and taking first place in the four-lap Skoal Bandit Shoot-Out.

The top stars in American speedway descended on the famous half mile for their annual visit. In addition to Ermolenko, the likes of Lance King, Bobby Schwartz, Ronnie Correy, Rick Miller and Kelly Moran were on hand. They were joined by several other top Americans as well as Denmark's Jan O. Pedersen, England's Phil Collins and Canada's Shawn Venables.

The first objective of the night was to whittle the field down from 30 to 12 riders. To do this, each rider would contest three heats. The top 12 in points would then move into a pair of semis. The first three finishers from each semi earned a place in the main event.

Ermolenko, riding the Pacific Coast Laminating/Pick Your Part/K&N/Shoei/Kal-Gard/Q&E/Smith GM, scored 19 points in the heats. His only heat race loss came in event four where he was beaten by the determined efforts of Pedersen. The diminutive Dane fought from behind and edged Ermolenko at the line. While leading his second heat, Pedersen had machinery failure, depriving him of a maximum score in the heats.



Former Camel Pro competitor Randy Green took fifth behind Rick Miller and Lance King in the Long Track Championship final.

Phil Collins took third in the Skoal Shoot-Out after making a late charge at runner-up Kelly Moran. Ermolenko was the winner of the event.

Tied on 19 points with Ermolenko was former Camel Pro racer Randy Green and Lance King. Green won his first two heats and placed second to King in his final heat. King dropped his only heat race points in round two when he placed second to Collins.

The most exciting heat race of the night was event 23. Collins was flying, but he was chased down by Eddie Castro on a two-valve Jawa. They raced side-by-side over the final two laps and when they took the checkered, Castro had the win by a spoke.

Back in his pit, Collins shook his head. "I had the lead and then Castro blew by me. That bike is ancient. It must be 20 years old," he laughed.

Off of gate three in the first semi, Schwartz flew into the lead. Ermolenko wrestled the lead away as they exited turn two the first time, and from that point on, Ermolenko lenghtened his lead out. Schwartz ran away with second and taking third and the final transfer to the main was Castro.

Green came from the outside to set the initial pace at the start of the second semi. Rick Miller was out

second with King trailing in third. King got by Miller and closed on Green at the end of the first go-around. At the same time, Ronnie Correy began to chase down Miller.

King took over the point position when Green went wide in turn one on the final lap. Green's bike slowed drastically and Miller also got by. Fortunately for Green, he was able to limp across the line with the final transfer spot. Pedersen's problems continued as his motor seized in the second semi.

King had the pole for the main, but it was Ermolenko, from gate five, with the best start. Schwartz started on the outside and he took second away from King as they came off turn two. He then ducked low and attempted to shoot under Ermolenko on the back chute.

Ermolenko stayed wide while Schwartz manned the pole as they came off turn four the first time. Suddenly Ermolenko cut in front of Schwartz as they rocketed down the front straight. It was an aggressive move and it was also the move that sealed his victory.

As they went through turn two on the second lap, Schwartz went wide. King pulled alongside, but Schwartz kept the throttle on and fought off the assault.

By the end of lap two, Ermolenko had the win under lock and key. When the checkered came down one circuit later, he had room to spare. Schwartz followed Ermolenko with King third. Miller, Green and Castro rounded out the field.

"I made a good start and he (Schwartz) was there, said Ermolenko. "I went to the inside, but I had to go up high because of the way I arced the corner. Coming down the back straightaway he got his wheels in line alongside of me. Going into the corner, if I would have went outside, he would have passed me. I kept aiming for the inside and it forced him to roll the throttle off. It pushed me way wide, but I think it was a smart move. It helped me get out front."

For the second consecutive year, the Skoal Shoot-Out was part of the U.S. Long Track Championship and featured eight riders going four laps for $1300. The first three laps paid $100 each to be in first, while the leader of the final revolution would pocket $1000. Ermolenko led every single circuit.

Schwartz had a mechanical failure before the start of the race, and when the rest of the field blasted off the line he was left in the pits.

Ermolenko, off gate eight, edged Kelly Moran into the first turn in the shoot-out. Moran tried to sweep around Ermolenko to collect the first $100, but Ermolenko was too quick and he held the point.

King, who started on the pole, entered the picture on lap two and momentarily stuck his front tire ahead of Moran, but seconds later dropped out. That let Collins into third. He had no chance of catching Ermolenko, but he did make a charge at Moran. Ermolenko took the win with room to spare. He also collected all $1300. Moran barely held off Collins for second. Pedersen, the only other rider to finish, was a distant fourth.

In the pits, a tired Ermolenko commented on the night's action. "I'm glad I won that Skoal Shoot-Out. I told my son if I won that one he would get a new motocross bike. I am sure he is pretty happy at the moment." •

Results

MAIN: 1. Sam Ermolenko (G-M); 2. Bobby Schwartz (G-M); 3. Lance King (G-M); 4. Rick Miller (Gdn); 5. Randy Green (G-M).
SUP: 1. Tony Bienert (Jaw).

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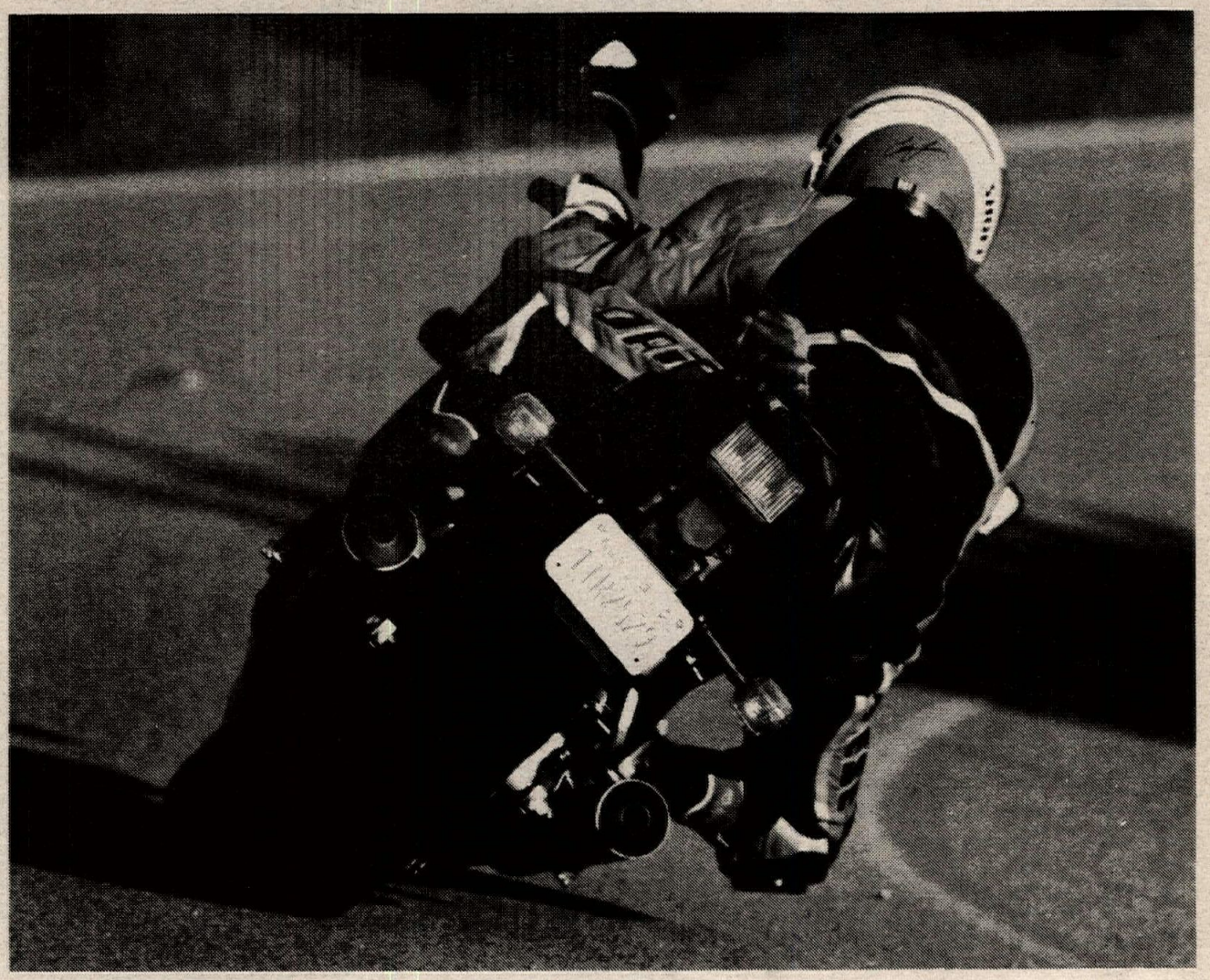

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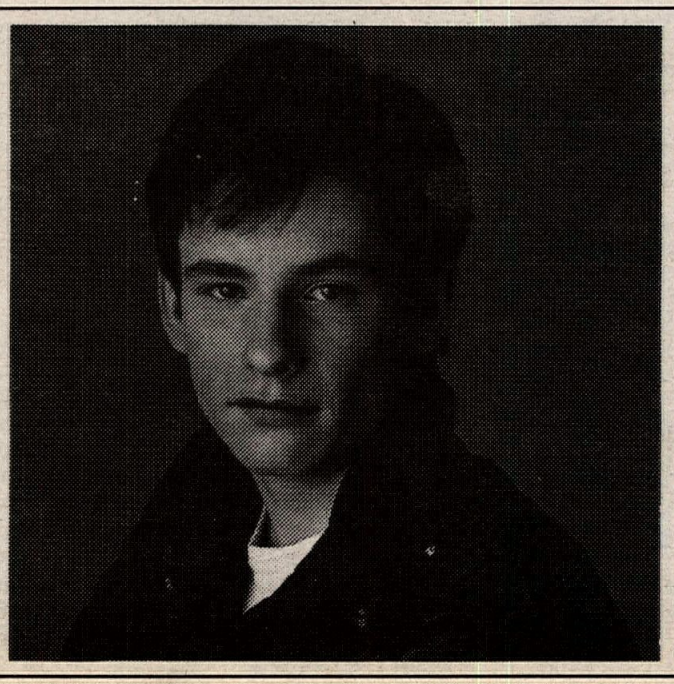


A Man's Gotta Do What A Man's Gotta Do

All young men have one responsibility in common. They have to register with Selective Service within 30 days of their 18th birthday. All it takes is five minutes at any post office to fill out a simple form. So if you know a young man about to turn 18, remind him to register. It's one of those things he's got to do.

Register with Selective Service
It's quick. It's easy. And it's the law.

A public service message of this publication and Selective Service System.

Test: 1989 Honda CR250RK

Honda bounce

Last year Honda set some new design standards when they released the revamped CR250. Its low-boy exhaust pipe and resulting mass lowering and centralization of weight, along with ergonomics that allowed the rider to easily climb way up on the tank, were soon appearing on other brands on the National circuit, and have even found their way into wider production this year.

Although the '88 CR250 set some design standards, its performance standards were less than what many expected. Its main faults were a powerband that was difficult for the average rider to use and a new Delta-shaped Pro-Link rear suspension system that often suffered from poor performance due to wimpy linkage bolts that bent easily.

It would be easy to dismiss the 1989 CR250 as nothing more than an updated '88 model. After all, except for the all-new "inverted" forks and new graphics on the '89 machine, they look identical. But while the '89 is basically an update over last year, it's what's updated that counts, and several vital areas received attention. The result is a machine that is much different than its predecessor, one that Honda hopes will once again set the standard in the 250cc class.

Makin' changes

The most obvious change made to the '89 CR250 is the switch to upside-down or, as Honda says, inverted Showa cartridge forks. Now, inverted forks have been around a while, most notably as standard equipment on ATKs, Cagivas and KTMs, but '89 is the first year that the Japanese have installed the upside-down forks on their production units.

On the Honda, fork tube diameter has been increased 2mm to 45mm, and the tubes slide up into the massive 57mm stanchion tubes which are held in place by large-diameter triple clamps. There are 14 compression damping adjustments, made with a turn of a screw at the bottom of the forks, but no adjustments for rebound damping.

Protecting the forks are sano hard-plastic guards that wrap around the fork tubes so that they are not only protected from roost but from lateral harm as well. With the inverted design there also isn't any tube protruding below the axle to catch in deep berms or ruts.

By now it should be common knowledge that the inverted fork design is considerably more rigid and therefore offers better front-end stability and more precise control.

And because the front end is more rigid, it requires changes to the frame since greater loads are placed on it.

The steering head and downtube have been strengthened to handle the new loads, with other areas of the frame also strengthened. Trail has been decreased .3 in. while the rake remains the same at 62.5°.

Last year Honda revised their Pro-Link rear suspension system by going to a Delta-shaped design, but the stress of the new design easily bent the linkage bolts and hampered suspension performance. This year Honda addressed the problem by increasing the diameter of all linkage bolts 2mm.

The CR250 feels light and can be easily controlled in the air.

Other chassis changes include new die cast rear hub, a reduction of four spokes at the rear wheel to save weight, fewer but larger disc slots for better heat transfer, two less mounting points, reshaped rear brake pedal with ratio change for improved feel, 2mm wider footpegs and the rear subframe, including the seat, has been lowered 12mm for improved riding position.

Nestled within the frame, the motor has also undergone some changes to not only improve performance, but to improve durability as well, which was one of Honda's main goals for 1989.

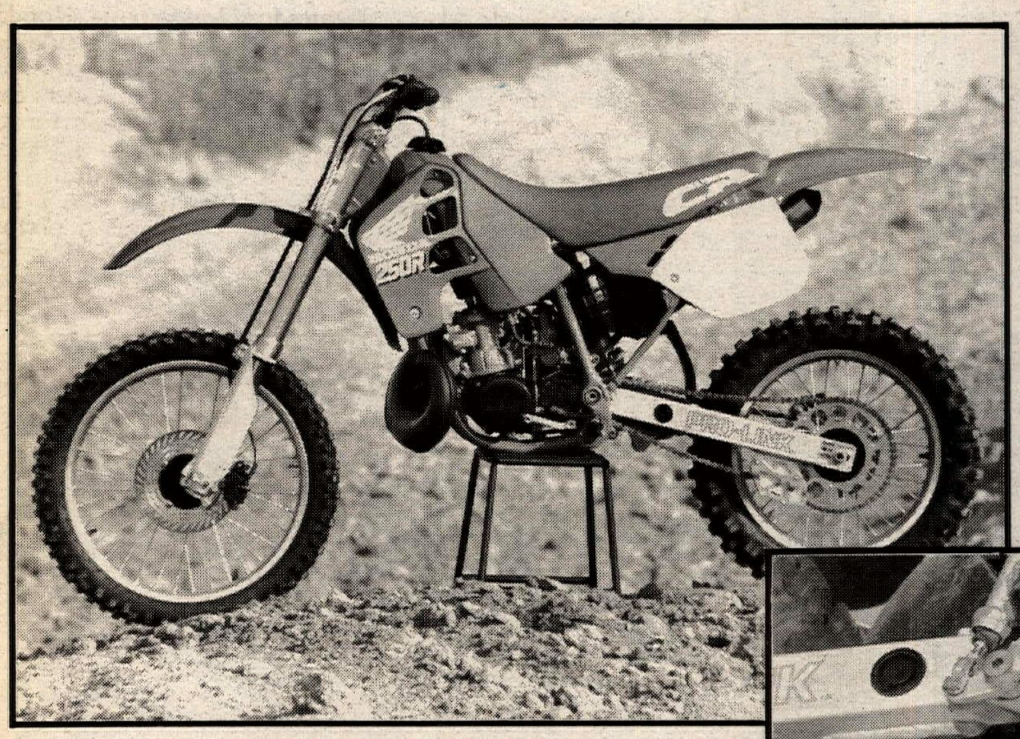
New porting graces the cylinder of the CR250. The intake boost port was deleted and changes made to the intake port for improved power and throttle response. Fuel reaches the ports through an improved reed valve that opens wider.

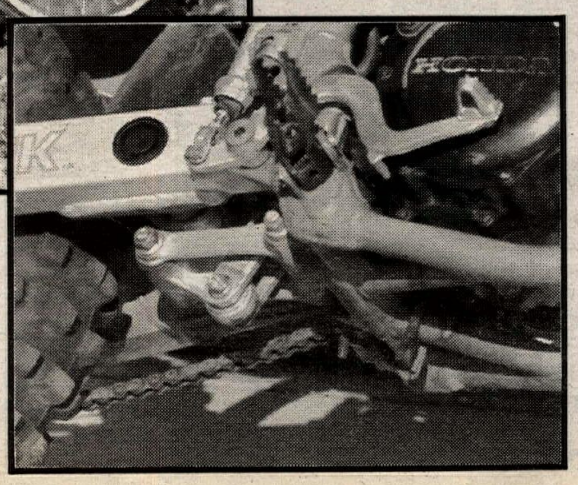
Honda's Power Port (HPP) exhaust valve size was increased to fit in a larger exhaust port, and the spring that regulates the valves now opens 300 rpm earlier at 6400 rpm for improved power. The exhaust pipe has a slight dimension change and the silencer is a little bit longer to bring the note down below 100 decibels.

Compression volume has also been slightly reduced and the head gasket is thinner and is no longer made of asbestos for health safety. To improve durability the piston now has a tin plated piston-pin hole, and the taper of the pin has been reduced for increased rigidity.

In order to remain durable and handle the increased power from the engine, the rubber damper in the clutch housing has a new size and shape, heavier clutch springs are used and the counter shaft collar is heat treated for increased oil seal life. Within the transmission the fifth gear ratio has been changed to better suit motocross needs with less top speed.

Flywheel weight has been reduced for quicker revs, and the ignition timing has been changed so that the power will come on more gradually.





(Above) Except for the inverted fork, the '89 CR250 looks identical to the '88 model. (Above right) A cutaway view of the Showa fork rests next to the working model. (Below) Last year's CR250 had problems with the shock linkage bolts flexing, so this year the bolts have an increased diameter.

Ridin' it

The little changes made to the '89 CR went a long way. Performance has been significantly improved over last year's model.

Last year the motor had a power-band that favored the aggressive rider. It had to be brought up on the pipe, into the upper mid-range, before the power really came on since there wasn't much low-end. But this year the power comes on much sooner thanks to a very strong low and midrange. The CR hits right off the bottom, and hits with authority. But it isn't just a midrange motor, the power doesn't stop when the revs get higher. The Honda just keeps on pulling into the top-end and doesn't begin to tail off until just before redline.

There is enough low and mid-range power to roll into corners without downshifting. Open the throttle and there's usually enough grunt to pull you out, and if there isn't a little slip of the clutch will almost always get the engine back into the meat of the powerband. Even

s back

By Nate Rauba
Photos by Kinney Jones

It may look the same as last year's model, but the changes made to the '89 CR250 give it better power and handling.

if you do click down a gear or two, the CR will still explode out of the corner.

Unfortunately, if you do have to slip the clutch out of a corner, clutch action is not the greatest. The Honda's clutch is grabby. Let it out to a certain point with the lever and all of a sudden it's disengaged, no matter how the free play is adjusted. This is most noticeable when starting off from a standstill, but it was also felt in slower corners. At high speeds it is less noticeable.

Although the clutch may not be super-smooth, the transmission is. Each gear is easy to find and the shift action is very smooth, *except* when trying to shift under power. Then the tranny doesn't always want to go up a gear without backing off on the throttle. Missed shifts are rare.

Rear suspension action has been greatly improved with the beefier Pro-Link pivot bolts. Since flex has been virtually eliminated, the rear end works much smoother over all types of terrain. Sharp-edged holes are no problem, and landings from massive jumps are soaked up with ease.

Since fork flex has been eliminated with the inverted fork the front end seems much more responsive to obstacles and damping changes than in the past. Most shocks are easily transmitted straight into the rider's arms, so setting the front suspension up for a particular track becomes more crucial. We found the forks to be a little harsh on our first outing on a rough, dry hard-packed track, but by adjusting the compression damping we got the forks to work fine. About the only complaint we have with the front end is that the end of the stroke is rather harsh when landing from the big jumps. The forks work well just about everywhere else, but those sky-shot landings can really be felt in the arms.

With so much front-end stability, the Honda will definitely go where it's pointed. Direction changes are quick and require less effort from the rider, sometimes too quick and with too little effort. Setting the front end down with the wheel turned can quickly get you into trouble, or unexpected obstatcles, like a rock or rut, can easily change the direction the CR is headed.

But this is more of a minor annoyance than a curse because that same rigidity that can get you into trouble also gets you out of it just as quickly. And it makes the Honda an exceptionally quick turner.

The increased rigidity helps to eliminate some of the famous Honda headshake, but not all of it. This year's CR still shakes on bumpy approaches to corners, but it's not near as bad as the shake of the past.

Slowing down for those corners is easy thanks to some of the strongest brakes in the business. Although the front brake lever feels rather stiff, it doesn't take much effort to make it work, and it works very well. The rear brake is also very strong but doesn't lock up the rear wheel too easily.

Once again the Honda feels just right. The slightly flatter seating position makes it easier than ever to move around, and all controls are within easy reach.

Honda pays attention to details. A small reinforcing flange on either side of the rear fender makes it easier to lift the CR, the front fork protectors are excellent and as we discovered, do their job, and the dual-stage air filter is made of high-quality foam and holds up to repeated cleaning.

There are a few details Honda missed, though. Loosening the rear axle requires a wrench at both ends, the front brake line can easily be flexed into the front wheel because of the flimsy mounting, jetting changes and turning the petcock on can be difficult because of cramped space.

The bottom line

After last year's model, we were pleasantly surprised by the performance of the '89 CR250. All of the little changes made add up to make it vastly improved over last year's model. The power is much easier to handle and makes it more suitable for general off-road use for those who want to plonk around on the trail instead of hitting the track, and the suspension action is also improved.

We were also surprised by the price, which was driven up primarily by last year's double increase in the value of the yen against the dollar. At $3998 it is the most expensive 250cc Japanese motocrosser on the market.

But CR riders can earn some of that price back through Honda's CR Support Program. The program, offered through participating Honda dealers, awards amateurs gift certificates for Honda parts, Honda-line accessories and Pro-Honda oil and chemicals for top placings in selected events, while pro riders can receive up to $5000 in cash for an AMA Supercross win and $2500 in outdoor National competition.

So even though there was a big price increase, there was a performance increase to match. The '89 CR250 is definitely a strong contender and should find its way to the winner's circle often. •

Honda CR250RK

Engine type	Liquid-cooled, two-stroke, single
Bore x stroke	66.4 x 72mm
Displacement	249.3cc
Compression ratio	8.8:1
Carburetor	38mm Keihin
Horsepower	N/A
Torque	N/A
Starting system	Primary kick
Ignition	CDI
Lubrication	Premix
Primary drive	Straight-cut gear
Final drive	#520 chain
Frame	Semi double cradle
Rake	62.5
Trail	4.8 in.
Front suspension	Showa cartridge inverted fork
Fork tube diameter	45mm
Front wheel travel	12.0 in.
Rear suspension	Kayaba single shock
Rear wheel travel	13.0 in.
Front brakes	Disc
Rear brakes	Disc
Front tire	80/100-21
Rear tire	110/100-18
Claimed dry weight	192 lbs
Overall length	86.4 in.
Overall width	32.9 in.
Overall height	49.3 in.
Wheelbase	58.9 in.
Fuel capacity	2.0 gal.
Ground clearance	13.8 in.
Seat height	38.2 in.
Colors	Red
Retail price	$3998

Bridgestone unveils dual-compound tires

Spitfire SE17R sport tire

By Brian Catterson

MONTEREY, CA, NOV. 18

Bridgestone unveiled a new range of Spitfire touring, sport-touring and sport tires at a press conference and demonstration at Laguna Seca International Raceway. These bias-ply tires introduce a new concept in tire manufacturing called dual tread construction (DTC).

Essentially, DTC combines the long mileage of a hard-compound touring tire with the road adhesion of a softer-compound sport-riding tire, all in the same tread, through the use of differing center and shoulder compounds. The center compound is harder for improved handling stability and wear resistance while the shoulder compound is softer for increased cornering grip.

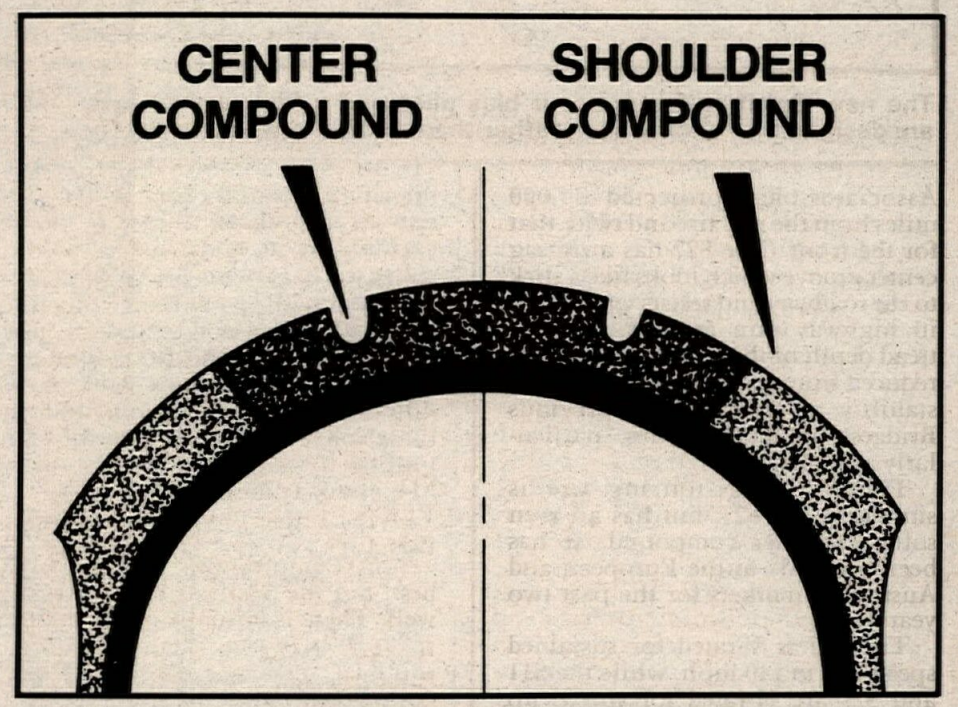
The "durometry" or hardness of the tire changes very little from one compound to the other on a single tire, but the relative resiliency of the two compounds is different. (Bridgestone claims a difference of 3% in their S27 touring tire, for example.)

The difference is imperceptable to the naked eye (although wiping the tread with gasoline is said to show the difference), so the concept was best illustrated by Tony McAndrew, president of Moto Tech International, who introduced the tires for Bridgestone. McAndrew produced a touring tire which had survived 10,100 street miles on a Yamaha Venture Royale ridden by his father, and displaying what he called "untypical wear patterns for a touring tire." (His father rides some 80 miles each way to work, incorporating the length of southern California's Ortega Highway, 30-odd miles of some of California's twistiest tarmac). This tire clearly exhibited the difference in compounds and the resulting wear — severely feathered on the edges, yet with plenty of virgin-looking tread remaining in the middle.

The only detriment (if it is one), is the resulting step from the harder, and now higher center tread down to the softer and lower shoulder area. One would suspect that this would cause the tire to "fall into" corners more readily.

Dual-compound tires are not a completely new concept, but in the past, different compounds were used on the inside and outside of the tread — a softer compound was used on the inside to promote efficient heat transfer.

Bridgestone is currently seeking a U.S. patent on its new extrusion procedure, which consists of simultaneously extruding two different rubber compounds through one die to produce one single sheet of finished tread material.



Bridgestone's new line of Spitfire tires feature Dual Tread Construction, a concept which utilizes two rubber compounds in the same tire tread.

The new line of four-ply Spitfire tires is available in three designations — S17 for sport bikes, S11 for sport-touring, and S27 for heavy touring. Each has variable-depth shoulder and center grooves to provide uniform block stiffness, and minimum grooving to promote stability.

A double-crowned radius profile is used, which the maker claims places more rubber on the ground in the contact area. What this means is a slightly "trigonic," or triangular, profile at the edges of the tire to help make the transition to lean angles, and a flatter center area to improve traction and promote high mileage.

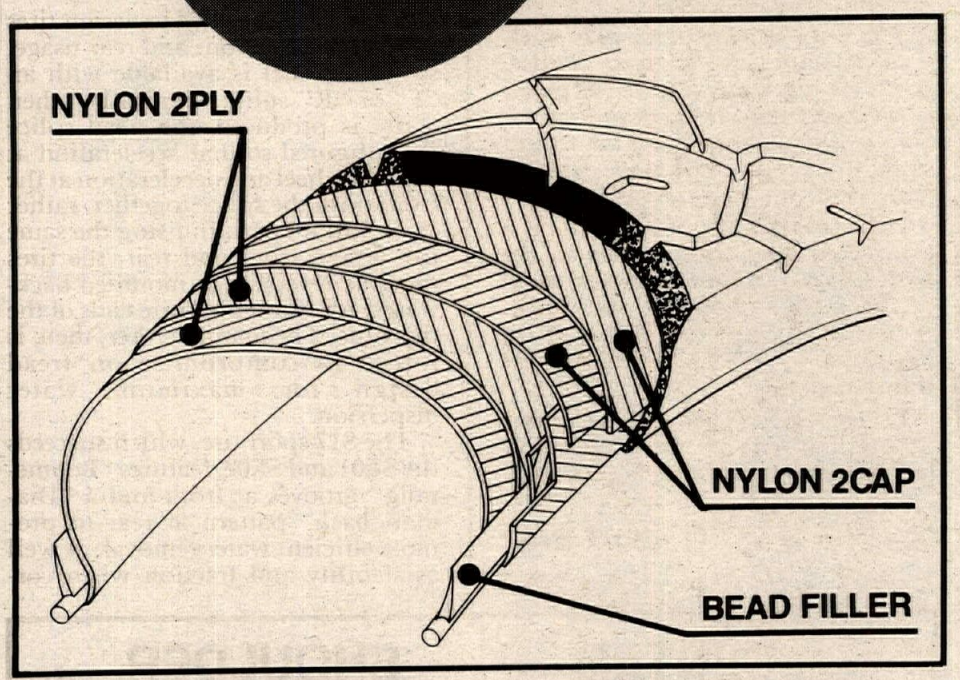
Aspect ratio (percentage of height to width) across the range is high at 90% (though some of the wider S17s are 80%), which Bridgestone says allows the rider some warning when reaching maximum adhesion. (Lower aspect ratio tires tend not to be as predictable.)

Bridgestone decided to design tires specifically for front and rear usage, so each model is available with an "F" or "R" suffix. Typically, when a tire is produced, the tread splice is configured so that acceleration at the rear wheel and deceleration at the front push the splice together, rather than pull it apart. In using the same tire design front and rear, the tires must be reversed, or mounted backwards, for use at opposite ends of the machine. The manufacturer, then, is forced to compromise on tread design for maximum water dispersion.

The S17 sport tire, which succeeds the SE01 and SE02, features "Boomerang" grooves at front and a "Diamondback" pattern at rear to promote efficient water removal, as well as stability and traction when cornering. The shoulder areas of the S17 are made of Bridgestone's stickiest, least-resilient compound, which achieves operating temperatures more readily in normal street use. And although it is designated a sport tire, Brigestone emphasizes that the S17 is not for racing use.

The S27 touring tire was designed for high mileage, and an independent tire testing company, Long and

Spitfire S27R touring tire



The new Spitfires feature four bias plies and a high aspect ratio, and are designed for each wheel, rather than a compromise design.

Associates, has projected 24,000 miles from the rear tire and twice that for the front. The S27 has a zig-zag center groove which looks like a slick to the roadway and resists wandering in highway rain grooves, and the tread depth of the front tire has been reduced from past efforts to enhance stability, a problem on previous Bridgestone touring tires, particularly at high speed.

The S11 sport-touring tire is similar to the S27, but has an even softer shoulder compound. It has been available to the European and Australian markets for the past two years.

The S17 is V-rated for sustained speeds up to 149 mph, while the S11 and S27 are H-rated for speeds up to 130 mph. Additionally, the S27 has a load rating of "C," capable of carrying 930 pounds at sustained speeds of 130 mph, and more as speed decreases (1023 pounds at 60 mph, for example). The S27s also operate at lower pressure (36 psi) than some other makers', promoting a smooth ride.

Unfortunately, the S27s are not yet available for the six-cylinder Honda Gold Wing. Bridgestone public relations director John Rozko said that it may be as long as two years until a tire is produced for that model. (Presumably because the rear tire of the Gold Wing is fully enclosed by its bodywork and thus subjected to extreme heat.)

Members of the motorcycling press were allowed brief demonstration rides around Laguna Seca, approximately 20 minutes each on three differing motorcycle/tire combinations — a Suzuki Cavalcade with S27 touring tires, a BMW K100RT with S11 Sport-Tour tires and a Honda VFR750 Interceptor with S17 Sport Bike tires.

Initial impressions are vague, at best, but the Spitfires seem to work well. There is virtually no difference in feel between the center and shoulder areas, but the tires proved compliant, and afforded ample traction around the raceway. The triangular profile of the front tire, particularly on the 16-inch front wheel of the Interceptor, makes it fall into turns, but not alarmingly so. And the high aspect ratio of the S11s on the BMW gave it increased cornering clearance compared to stock. But lack of experience on these bikes, with these tires, on this track — and with *nothing* to compare them to — forces one to reserve judgement until one's had a chance to really *use* them.

In all, it's an interesting concept.●

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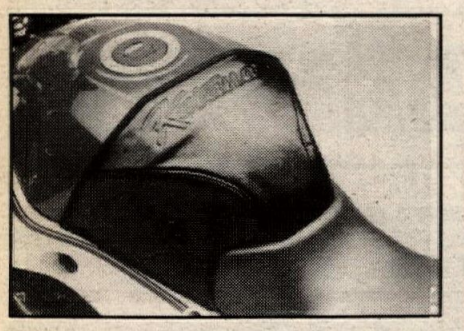
Christmas Sto

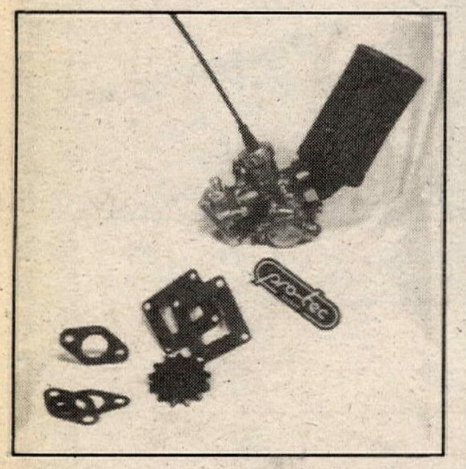
Don't fight the crowds
Shopping at your dealer

Thanksgiving is history and Christmas is rapidly approaching. Here are even more gift ideas that you can get through your local dealer or accessory shop instead of hassling with the crowds at the malls.

The all-new MS Racing T-shirts feature silk-screened graphics, some printed with the special raised puff-print ink, on a 100% cotton T-shirt. Available for $12.95 at your local MS Racing dealer, or call 800/635-6208 for the nearest location.



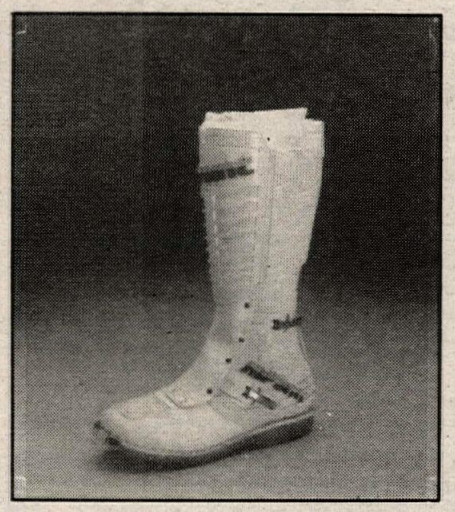
Suzuki's black padded tank covers for the Katana and GSXR models help to protect the tank from scuffing and scratches caused by belt buckles, zippers, etc. Available exclusively from your Suzuki dealer for $24.95.



The Pro-Tec/DBP 20mm Mikuni Carburetor Kit for the Yamaha YSR50 is claimed to scoot your little elves around with better throttle response, increased horsepower and top speed. The complete kit includes a 20mm RS Mikuni carb, intake manifold, air filter, 13-tooth countershaft sprocket, throttle cable, gaskets and hardware for a suggested retail price of $118.10. For more information contact your local dealer or Pro-Tec/DBP, Dept. CN, 282 Gemini Ave., Brea, CA 92621, 714/738-0631.

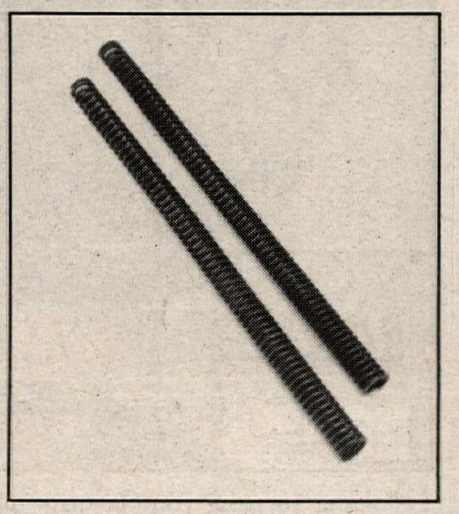
Designed for Hondaline by Hein Gericke, the Northwind Riding Suit for cold or wet-weather riding is available in one or two-piece configurations and feature a thermo liner, foul weather collar, zippered legs, fur lining in knee, seat and thigh areas, and is waterproof. Available in blue with red and grey highlights in sizes XS-XXL for a suggested retail price of $164.95 (one piece) and $184.95 (two piece) exclusively from your local Honda dealer.

White Bros. is the exclusive U.S. distributor for Twin-Air Filters from Holland. Claimed to be the highest flowing, most engine protective air filters available, they are used by many factory motocross teams. Available for all late-model dirt bikes at a suggested retail price of $19.95. Twin-Air Filter Oil is also available for $9.95 per quart. For more information contact your local dealer or White Bros., Dept. CN, 14241 Commerce Dr., Garden Grove, CA 92643, 714/895-1991.



Hi-Point's new Pro Boot is made of the finest top-grain leather and features a high-impact plastic shin plate, anatomically designed plastic and foam ankle protection, tempered steel shank, cam action buckles and plastic inner-leg protection. Available for a suggested retail price of $189.95 from your local Hi-Point dealer. Call 800/635-6208 for the nearest location.

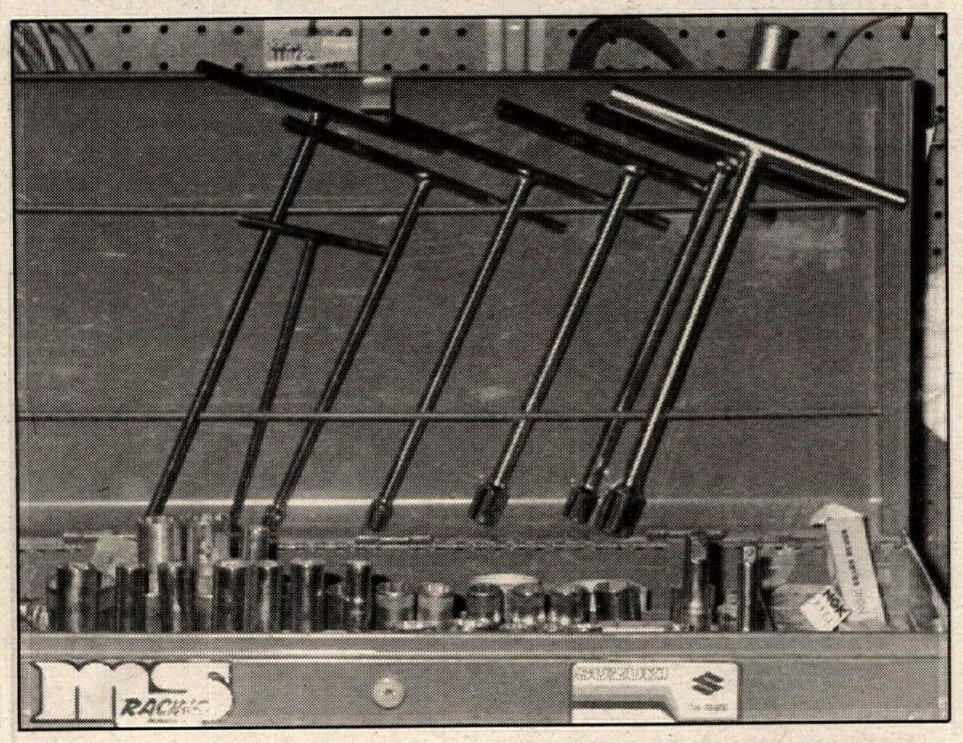
The Bell Snell Sport is a Snell 85-approved helmet featuring expanded polystyrene (EPS) foam lining inside a fiber-reinforced outer shell, ratcheting faceshield, Bell's SoftSlide retention system and separate adjustable forehead and facepiece vents. Available in solid black, white/red/black or white/blue/light blue for a suggested retail price of $179.95 for multi colors or $169.95 for solids. For more information contact Bell Sports Inc., Dept. CN, P.O. Box 927, Rantoul, IL 61866, 217/893-9300.



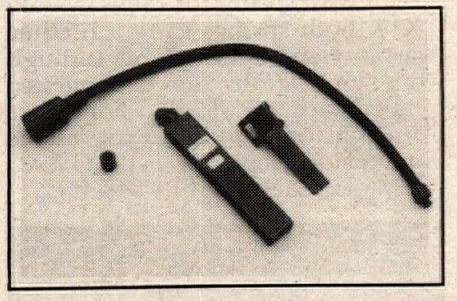
Progressive Suspension has a new line of fork springs for both street and dirt bikes. For the off-road crowd the new springs are designed to fit most 43mm forks and are progressively sprung with rates from 19 to 23 lbs. per inch. Also new is a special progressive spring for the Kawasaki ZX10. Both springs carry a lifetime warranty and are available through your local dealer for a suggested retail price of $55.95. For more information contact Progressive Suspension, Dept. CN, 11129 G Ave., Hesperia, Ca 92345, 619/948-4012.

The machine-washable O'Neal Bullet Gloves feature multi-sectioned, closed cell, molded urethane foam back, cotton knit lining, spandex midsection to add air flow, vented outer thumb section and a one-year warranty. Available in adult sizes 8-12 in white/white, red/white, blue/white and pink/green for a suggested retail price of $34.95. For more information contact O'Neal USA, Dept. CN, 9160 Jordan Ave., Chatsworth, CA 91311, 800/423-5002 or 818/998-1049.

cking Stuffers

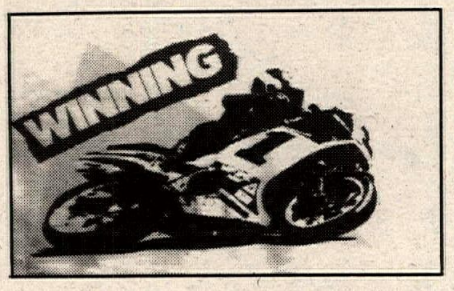


Let Santa surprise your favorite mechanic this Christmas with a T-handle wrench set from MS Racing. Made by Kowa, the same company that supplies Team Honda's mechanics, these forged steel alloy wrenches carry a lifetime warranty. The set includes 8, 10, 12, 14 and 17mm wrenches and #2 and 3 phillips screwdrivers. The screwdrivers carry a one-year warranty. Available at your MS Racing Dealer for $39.95, or call 800/635-6208 for the nearest location.

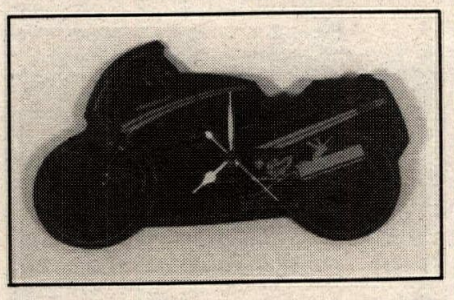


Suzuki's air gauge and accessory kit by Neotech has a digital readout that measures pressure in .2 psi increments up to 50 psi. The solid state circuitry is enclosed in a shock-absorbing case that withstands impacts up to 1000 Gs. The optional accessory kit includes 15 in. hose, bleeder valve, quick disconnect fitting and pocket clip. Available from your Suzuki dealer for $49.95 for the air gauge and $9.95 for the accessory kit.

Acerbis' 43mm fork gaitors feature a nearly tear-proof material that is also claimed to be 50% lighter than stock. All gaitors come complete with mounting clamps and are available in red, white, blue, yellow or black for a suggested retail price of $24.95 from your local dealer, or contact Acerbis Plastica USA, Dept. CN, 10911-H Wheatlands Ave., Santee, CA 92071, 619/562-1440.



USA Sport's "Winning" design can be found on 100% cotton T-shirts, sweatshirts and tank tops in many colors and sizes. Prices run from $10.95 to $28.95 and the apparel can be found at your local dealer, or contact USA Sport, Dept. CN, 4901 W. Van Buren Ste 1, Phoenix, AZ 85043, 602/272-1796.



Make sure Santa is on time with Maier Mfg.'s sport bike clocks featuring the Honda Hurricane, Kawasaki Ninja, Suzuki GSXR or Yamaha FZ. All clocks are silk screened to stock colors and with all logos. Available from your local dealer for $27.50, or contact Maier Mfg., Dept. CN, 12435 Loma Rica Dr., Grass Valley, CA 95945-9898, 916/272-9036.

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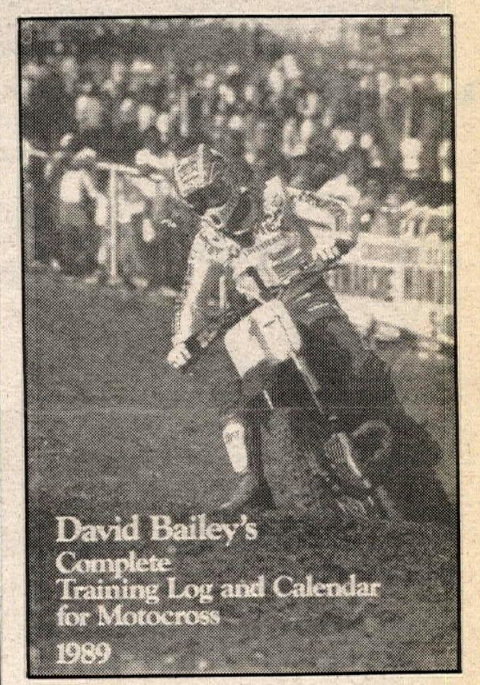
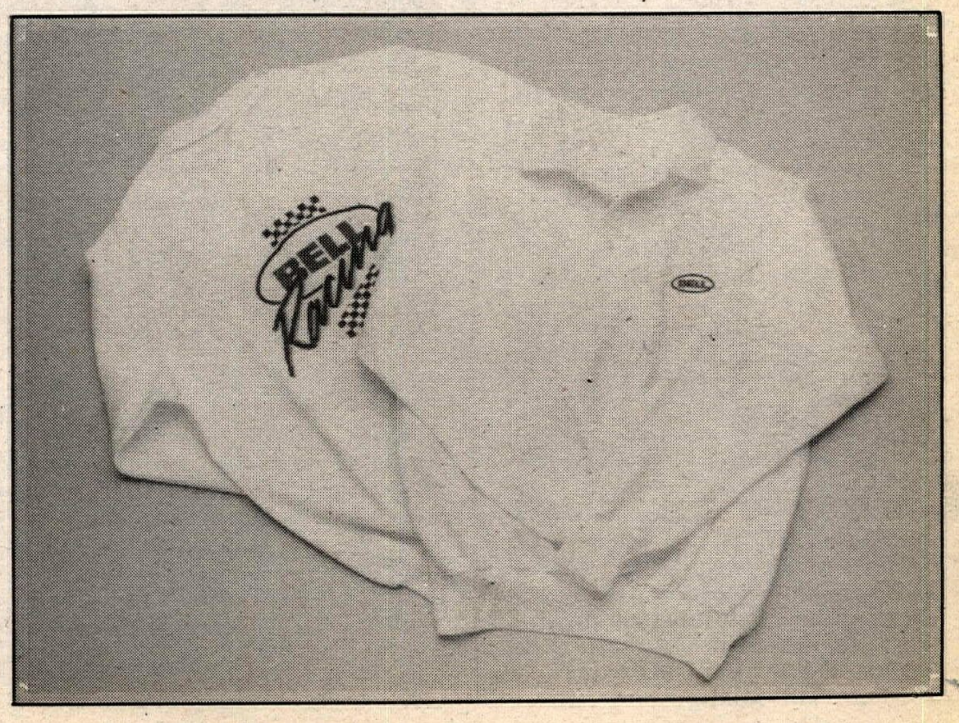


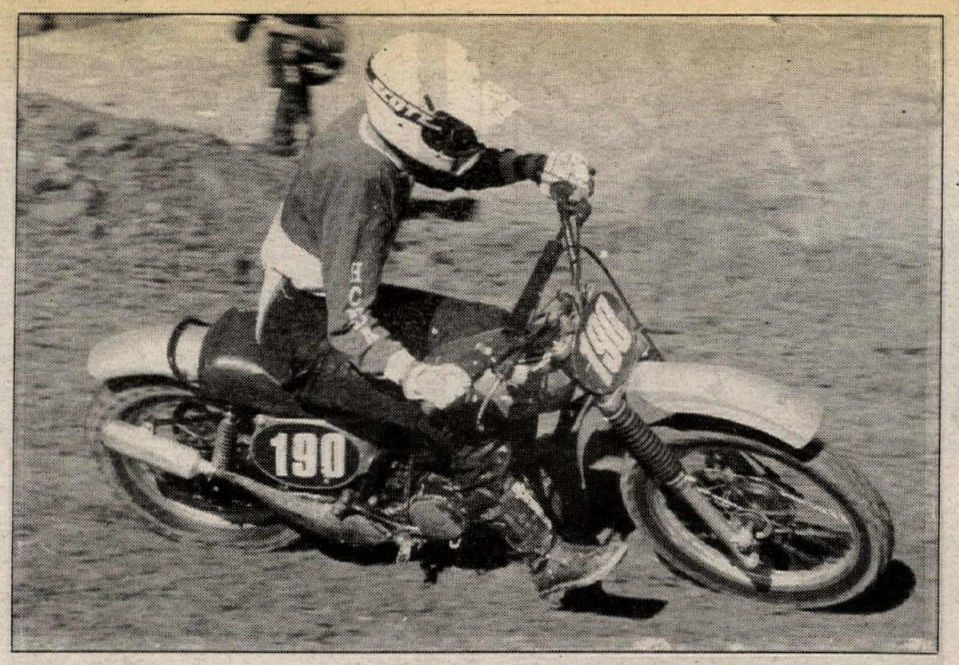
David Bailey's Complete Training Log and Calendar for Motocross is a detailed 12-month calendar. Each month features a weekly, day-by-day log to enter training and racing data, monthly tips and photos of all the top pros in action. Available for $10.95 plus $3.00 shipping from David Bailey, Dept. CN, P.O. Box 126, Axton, VA 24054, 703/650-2798 or 650-3030.

Bell Racing's fleece pullover is a long-sleeved, rugby-style with collar made of 50/50 cotton-polyester. The solid white pullover has the Bell logo embroidered on the chest with the Bell Racing logo on the back. Available from your local Bell dealer, or contact Bell Sports, Apparel Division, Dept. CN, P.O. Box 927, Rantoul, IL 61866, 217/893-9300.



PHOTOS BY MICKEY WOOD

Overall winner John Pavich (3) leads runner-up Chris Carter in the 250cc Stock class at the CZ World Championship at DeAnza Cycle Park.



Joe Boussard piloted his Honda Elsinore to the overall victory in the Vet Expert class at DeAnza in Historic MX Championship racing.

Johnson, Ripley rip at DeAnza MX

By Mickey Wood

SUNNYMEAD, CA, NOV. 20

Mark Johnson claimed his third consecutive CZ World Championship today with an overall win in the Open Modified class at DeAnza Cycle Park. He nailed down 1-1 moto finishes despite suffering a flat rear tire late in the second race.

This event was also the final round of the California Vintage Racing Group (CVRG) Historic MX Championship Series. More than 160 riders signed up for a full day's racing with hosts SMX and the CZ Owner's Club. Hap Jones/Shoei-sponsored Bill Ripley topped the Vet Amateur class and tallied a second in the 250cc Amateurs, making his trip from northern California worthwhile.

The Open Modified CZ World Championship has been the focus point of this annual event for quite a few years, and it draws some exotic machinery. Both Johnson and second-place finisher Matt Hilgenberg were mounted on single-shock, Full Floater CZ400s, sporting 12 inches of wheel travel — not your everyday bike.

Johnson easily topped the opening moto over Hilgenberg and Rick Nabers, who was mounted on a stock 1987 CZ400. Round two saw Johnson and Hilgenberg run nose-to-tail the entire race. The leader picked up a rear flat on the final go-'round, but some excellent defensive tactics let him retain the lead to the finish. Hilgenberg put his Tsubaki/Rick Nabers/CRF/Rock Oil machine across the line in second, ahead of Nabers.

Bultaco rider Ripley had to work for his Vet Amateur victory, winning the first moto, then placing behind Greg Newland in race two. Newland combined 3-1 scores for second overall, with Dean Biddle (2-3) third.

New Zealander John Boote borrowed a Lee Fabry Yamaha YZ250 to top the 250cc Amateur class with a clean sweep over Ripley. Honda four-stroke rider Graeme Fox crossed the line third each time out.

Fabry rode another YZ in the 125cc Expert class, beating Honda rider Joe Broussard with a 2-1 score.

The largest of four CZ-only classes today was the 250cc Stock division, with 18 riders. John Pavich and Chris Carter were the stars of the show, leading the way in both rounds. Pavich claimed the overall ahead of Carter and Colorado's John Sawazhki.

Mike Canepa and Fred Mork raced fiercely all year long, only to have the championship in the Premier 500cc Amateur class come down to this final race, and ultimately, the final moto. Canepa managed to win the first moto, but the two collided just past the finish line, sending Canepa head-over-heels in a big way. Bruised and battered, he chased after Mork in moto two, stole the lead with one lap to go, and held on for the victory and class championship.

Maico-mounted Norm Bigelow combined 1-2 finishes to take top honors in the 500cc Novice class over BSA rider Gary Moore. The third-place trophy went home with Maico-mounted Ron Clawson.

Long-time vintage racer and two-time Grand National Champion Dick Mann took home a pair of first-place trophies with wins in the 250cc Premier Expert and 500cc Premier Expert classes. The 250cc class win came at the expense of CZ riders Jim Keeton and John Sawazhki, while Peter Ford and Jimmie O'Dell were in the place and show spots in the 500cc event.

Results

PRE L/W NOV: 1. Bill Samstag (Gre).
PRE L/W AM: 1. Mike Green (BSA); 2. Eric Tucker (BSA); 3. Rick Nabers (CZ).
PRE L/W EX: 1. Dick Mann (BSA); 2. Jim Keeton (CZ); 3. John Sawazhki (CZ).
PRE 500 NOV: 1. Charles Regruto (Vel).
PRE 500 AM: 1. Mike Canepa (Ric); 2. Fred Mork (ESO).
PRE 500 EX: 1. Dick Mann (Tri); 2. Peter Ford (BSA); 3. Jimmie O'Dell (R-E); 4. John Sawazhki (BSA).
PRE OPEN NOV: 1. Marsh Runyon (H-D).
125 NOV: 1. Dwayne Lane (Hon); 2. Dan Scharf (Hus); 3. Rod Kirkbride (Hon); 4. John Figas (Yam); 5. Larry McDonnell (Bul).
125 EX: 1. Lee Fabry (Yam); 2. Joe Broussard (Hon).
250 NOV: 1. Chuck McConnell (Hus); 2. Randy Ressel (Yam); 3. John McCoy (Hus); 4. Kevin Akrey (CZ); 5. Eric Gooselaw (Bul).
250 AM: 1. John Boote (Yam); 2. Bill Ripley (Bul); 3. Graeme Fox (Hon); 4. Justin Rianda (CZ); 5. Michael Brown (Hon).
250 EX: 1. Pete Murray (Mai); 2. Joe Broussard (Hon); 3. Jerry Edie (Hus); 4. John McManaway (Yam); 5. Ron Lawson (Hus).
500 NOV: 1. Norm Bigelow (Mai); 2. John McCoy (Hus); 3. Dave Rogers (Tri).
500 AM: 1. James Rianda (CZ); 2. Peter Cruttenden (BSA); 3. Graeme Fox (Hon); 4. Greg Grouleff (CZ).
500 EX: 1. Tom Mitas (CZ); 2. Jerry Brandt (Yam); 3. Duane Quale (Suz).
OPEN TWIN NOV: 1. Mike Malone (Tri).
OPEN TWIN AM: 1. Rod Lake (Tri).
OPEN TWIN EX: 1. Butch Cochran (Tri).
WMN: 1. Donna Reitz (Yam); 2. Ginger Machado (Bul); 3. Jeanne Wilson (Ric); 4. Eveline Elbracht (Ric); 5. Robbin Vallado (Ric).
VET NOV: 1. Norm Bigelow (Mai); 2. Robert Doran (Mai); 3. John McCoy (Hus); 4. Jim Pierce; 5. Mike More (BSA).
VET AM: 1. Bill Ripley (Bul); 2. Greg Newland (CZ); 3. Dean Biddle; 4. Ron Dinapoli (Hon); 5. John Lundgren (Bul).
VET EX: 1. Joe Broussard (Hon); 2. Tom Mitas (CZ); 3. Butch Cochran (Tri); 4. Jerry Edie (Hus); 5.John McManaway (Yam).
OT NOV: 1. John Hains (Hon); 2. David Rogers (Tri); 3. Ron Clawson (Mai); 4. Jim Willis (Hon); 5. Marsh Runyon (H-D).
OT AM: 1. Terry Pratt (CZ); 2. Glenn Oliveria (CZ); 3. Gil Vaillancourt (CZ); 4. Fred Mork (CZ); 5. Leroy Frangard (Yam).
OT EX: 1. Jim Keeton (CZ); 2. Rod Brasel (AJS).
250 STK CZ: 1. John Pavich; 2. Chris Carter; 3. John Sawazhki; 4. Mike Jones; 5. Mike Aldrich.
OPEN STK CZ: 1. Tom Mitas; 2. Greg Newland; 3. Dean Biddle; 4. Glen Oliveria; 5. Gil Vaillancourt.
250 MOD CZ: 1. Phil Hall; 2. Jim Keeton; 3. John Courts; 4. Willy Hantab; 5. Bob Barnett.
OPEN MOD CZ: 1. Mark Johnson; 2. Matt Hilgenberg; 3. Rick Nabers.

Austins, Schmidt honored at New York Banquet

By Bill Robinson

ROCHESTER, NY, NOV. 12

Motocross racing in Western New York was officially brought to a close with the Western New York Sports Committee annual year-end awards banquet. Paul Austin, Brian Austin and Donny Schmidt took some of the top honors before a crowd of 400 riders and their families.

Paul Austin was awarded the number one plate for having accumulated the most points in the 250cc Expert class. Kevin Long and Brian Years earned the number two and three plates, respectively.

For the third year in a row Brian Austin was awarded the Sportsman of the Year award. This award is determined on voting of the more than 500 riding members who feel the recipient has displayed excellent sportsmanship on and off the race track. The 26-year-old Austin is a 125 and 250cc Expert class rider.

Donny Schmidt, who at the end of the season was racing four different size bikes in four different classes, was voted Rider of the Year by his peers. Schmidt showed his versatility by racing an 80cc in the Mini Amateur class, a big-wheel 80 in the Schoolboy class and 125 and 250s in the Amateur class.

Two very special Memorial Trophies were also awarded to two very deserving young men. The two memorial trophies are passed on each year in memory of two local riders. The Parker Tomczak Memorial Award is presented to the first-year 125cc Amateur class rider exhibiting excellence in riding and sportsmanship throughout the year and went to Gary Squier.

The Don Heitzhaus Memorial Award was awarded to Jeff Robinson. This award is presented to the first-year or first-full-year 250cc Expert class rider exhibiting excellence in riding and sportsmanship.

Results

60: 1. Douglas Retterer (Kaw); 2. Millard O'Bryan (Kaw).
MINI AM: 1. Brian Tyler (Kaw); 2. Don Schmidt (Kaw); 3. Ben Dressnerr (Hon).
125 SCHBY: 1. Darrell Stone (Kaw); 2. Gary Squier (Kaw); 3. Kristopher Bailey (Kaw); 4. Todd Hine (Yam).
VINT/WDS: 1. Brian Broadwell (Hon); 2. Scott Rhinehart (Kaw); 3. Tom Whaley (Hon); 4. Tim Brecht (Yam); 5. Oscar DeJac (Kaw).
PLUS 25: 1. Martin Merz (Kaw); 2. Roger Jackson (Kaw); 3. Kevin Dejac (Hon); 4. Wayne Barber (Kaw).
125 EX: 1. Paul Austin (Kaw); 2. Brian Austin (Suz); 3. Jimmy Woolridge (Suz).
250 EX: 1. Paul Austin (Kaw); 2. Martin Merz (Kaw); 3. Kevin Long (Kaw); 4. Brian Austin (Suz).
OPEN EX: 1. Kevin Long (Kaw); 2. Brian Years (Hon); 3. Michael Harasmisz (Hon).
SR A: 1. Bart Lucas (Kaw); 2. Paul Carpenter (Kaw).
EX: 1. Paul Austin (Kaw); 2. Kevin Long (Kaw); 3. Brian Years (Hon); 4. Michael Harasmisz (Hon); 5. Bart Lucas (Kaw).

Shillinger sails at Borderline HS

By Kevin Kelly

TALLAPOOSA, GA, NOV. 20

KTM-mounted Bob Shillinger rode a consistently fast race to take top honors in the Open class in round two of the Borderline Hare Scrambles Series. Michael Henderson piloted his CR500 to an impressive second. Pat Crutchfield delighted spectators by putting on a great show by switching positions with Henderson four times, but it was Henderson who came out on top with Crutchfield taking third. Dan Foster took fourth on his Yamaha and Barry Brigs rounded out the top five.

The 250cc class was equally exciting with Landon Carter putting in a fabulous ride to take top honors. Carter caught up with Open class rider Shillinger and the two dueled for the entire race and on the white flag lap Carter had a 13-second lead over Shillinger. Things looked good, but with only a few turns left and in sight of the checkered flag, Carter ran out of gas and gave the overall win to Shillinger. Second place in the 250cc class went to Terry Mealer on his Cagiva with Tim Singleton taking a hard-fought third over Robby Travis. Greg Griswold rounded-out the 250cc class on his KTM in fifth.

The 100-200cc class was wild with Jeremy Hartsfield showing the way to take first with Tim Fine taking second on his Kawasaki. Third place went to Kawasaki-mounted John Blain. Bill Beltz had an up-and-down day, riding two laps with only one footpeg, but he managed a respectable fourth with Sherman Calvert grabbing fifth on his Kawasaki.

The Senior class earned respect by completing eight of 10 laps with Kenneth King on his Honda leading every lap followed by Larry White on his KTM with Kawasaki-mounted Brian McAuley following for a close fourth and Mark Rambo taking fifth.

Honda-mounted Greg Mau combined smart riding with a blistering place to take top honors in the Rookie class and ended up dicing with some of the upper class riders. Second belonged to Bernard Oresti on his KTM, who was in control throughout the race with Keith Ray taking a close third. Jeff Shealy piloted his Honda to fourth with Scott Matty taking fifth on his Kawasaki.

Results

OPEN A: 1. Bob Shillinger (KTM); 2. Michael Henderson (Hon); 3. Pat Crutchfield (Hon); 4. Dan Foster (Yam); 5. Barry Briggs (Hus).
250 A: 1. Landon Carter (Suz); 2. Terry Meaker (Cag); 3. Tim Singleton (Yam); 4. Robby Travis (Kaw); 4. Greg Griswold (KTM).
100-200: 1. Jeremy Hartsfield (Kaw); 2. Tim Fine (Kaw); 3. John Blain (Kaw); 4. Bill Beltz (Kaw); 5. Sherman Calvert (Kaw).
SR: 1. Kenneth King (Hon); 2. Larry White (Yam); 3. Gerald Gresham (KTM); 4. Brian McAuley (Kaw); 5. Mark Rambo (Suz).
S/SR: 1. Tom Osborne (Hon); 2. Steve Corlee (Kaw); 3. Don Lilley (Hus); 4. Gerald Pearson (Kaw); 5.James Cumming (KTM).
ROOKIE 201-OPEN: 1. Greg Mau (Hon); 2. Bernard Oresti (KTM); 3. Keith Ray (Hus); 4. Jeff Shealy (Hon); 5. Scott Matty (Kaw).
ROOKIE 0-200: 1. Jesse Sheriff (Kaw); 2. Ronnie Faulkner (Kaw); 3. Keith Bell (Hon); 4. Chip Rollins (Kaw); 5. Chris Cumming (Kaw).
BEG: 1. Zack Cummings (Yam); 2. Sue Heath (Suz); 3. David Heath (Suz); 4. Tom Davis (Suz); 5. Alan Poole (Suz).

Moores shine at Totta Cup Trials

By R.D. Allman

PAMPA, TX, NOV. 12-13

The Moore family dominated T.O.T.T.A.'s inaugural Totta Cup Observed Trials this weekend at Lake McLelland M/C Park. Shan Moore topped Ronnie Niccum by one point to take the Championship class while Shan's father Tommy, beat Lee Cooper for the Amateur class overall. Grandson Matt Moore beat everybody in the Rookie class to make it a three-generation sweep for the Moore family.

PHOTO BY R.D. ALLMAN

Shan Moore won the C'ship class at the Totta Cup Trials.

Dawna Mauldin used a smooth consistent ride to win the Novice class while Wendle Winkelblack took the honors in the hotly-contested Intermediate class.

The Totta Cup is a perpetual trophy in which all class winners are honored by having their names engraved on the trophy for all to see.

Results

C'SHIP: 1. Shan Moore (Yam); 2. Ronnie Niccum (Hon); 3. Bobby Chase (Hon); 4. David Luedecke (Yam); 5. Gary Niccum (Hon).

INT: 1. Wendle Winkleblack (Yam); 2. Gary Bolch (Bet); 3. Doug Youree (Yam); 4. Joe Holmes (Yam); 5. Darrell Hood (Yam).

AM: 1. Tommy Moore (Yam); 2. Lee Cooper (Yam); 3. Jim Jennings (Yam); 4. Sid Mauldin (Yam); 5. Monte Bennett (Bet).

NOV: 1. Dawna Mauldin (Yam); 2. Junior Caswell (Yam); 3. Bill Stephens (Yam); 4. Dana Craig (Yam); 5. Eric West (Yam).

ROOKIE: 1. Matt Moore (Yam); 2. Brandi Chase (Hon); 3. David Bolch (Yam); 4. Brandon Niccum (Yam); 5. Dustin Chase (Bet).

Graves, Hart clash at Salem MX

By Clay Light

SALEM, OR, NOV. 18

The third race of a 20-race arenacross series held at the Oregon State Fairgrounds saw a clash between Tony Graves and Grayson Hart, in a wild 125cc Pro class shoot-out. Both riders notched a moto win apiece in the class, but it was Graves coming out on top by virtue of his more consistent 1-3 showings. In the 250cc Pro class it was much easier for Graves to cap off a two-class decimation after his 1-1 showings.

Graves blurred to the head of the pack in the first 125cc Pro contest aboard the O'Neal/White Brothers/Pro Circuit/Maxima/Roseburg Honda-sponsored CR, and was faced with some tough competition from Motocross Northwest number one Pro class rider Hart, riding the Malcolm Smith/PBI/Bell/Hillsboro Honda, Suzuki-mounted Don Bisceglia, Darren Rogers and Gary Beyer. Graves' win came at the completion of 10 laps while Rogers netted second over Bisceglia.

Hart got the handle on the competition in the second round which left the evening's best battle waging for second between Graves, Rogers and Bisceglia. Rogers controlled second at the finish behind Hart, but ahead of Graves and Bisceglia. Due to a first moto fourth-place finish, Hart was relegated to third overall behind Graves' 1-3 rides and Rogers' 2-2 score.

In the 250cc Pro class it was basically the same lineup with the exception of Hart, but it did include indoor specialist Mike Bell, riding a Honda. Graves made it look easy in the first moto, dominating from start to finish while the remaining competition squabbled over second a short distance behind. Following Graves across the finish line were Rogers and third-place finisher Beyer.

After putting a stronghold on the competition in the second contest, Graves' two-class domination was finalized to take home the top cash payoff. Rogers finished off the night with a string of second-place finishes to place second overall to Graves in two classes aboard the PBI/Pro Caliber-sponsored Hondas. Third overall fell to Beyer via a 3-3 showing.

Yamaha Support rider Jeff Daily demolished the competition in the 250cc Intermediate class. Daily carved through traffic in each outing to take a 1-1 overall win at the completion ahead of Honda jockey Shane Donaca, Daily's closest form of competition in the class, who posted 2-2 rides while Kevin Yeager notched third via a 4-3 score.

Donaca came back aboard his Hillsboro Honda to take his only overall win of the evening in the 125cc Intermediate class. Honda rider Jason Balaski took advantage of

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RICKY JOHNSON'S amazing rampage from 17th to first. World's greatest supercross. 60 minutes By Motovideo.
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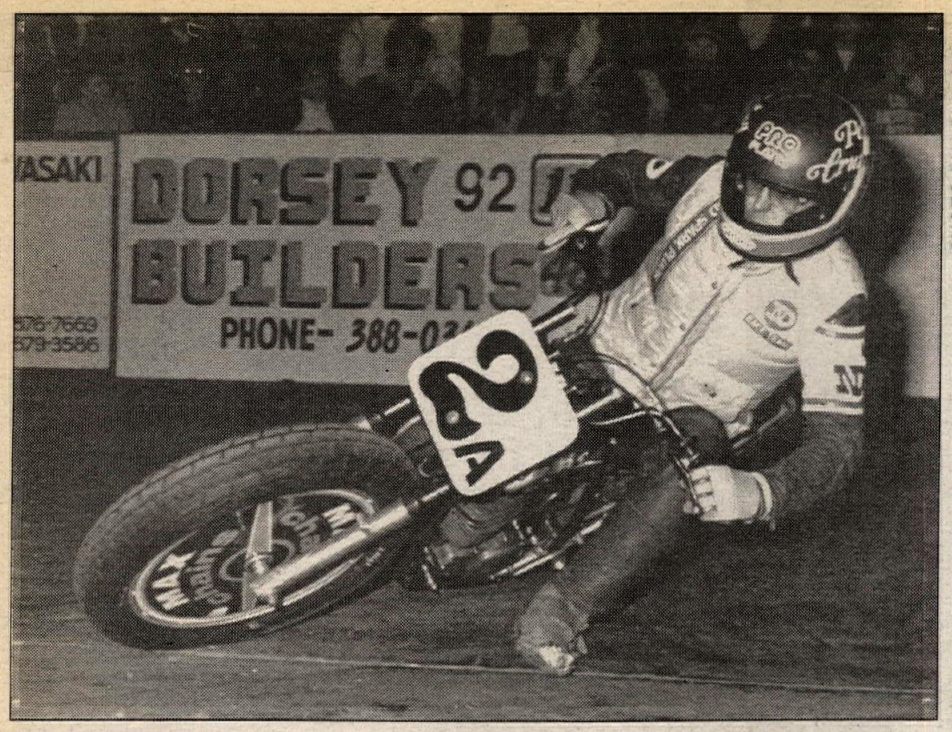

PHOTO BY LEN BREECH

Paul Crumling grabbed the holeshot then held off the advances of Rodney Farris to win the 250cc Pro class at the Timonium Indoor ST.

Donaca's woes in the first moto to card a win ahead of Mike Hamness and Donaca at the finish, but in moto two it was Donaca devouring the competition for the overall win while Hamness' 2-3 performances took home second place brass. Third overall went Balaski's way with Eric Rogers (5-2) and Todd Burchett (4-4) filling out the top five.

Results

250 PRO: 1. Tony Graves (Hon); 2. Darren Rogers (Hon); 3. Gary Beyer (Kaw).
125 PRO: 1. Tony Graves (Hon); 2. Darren Rogers (Hon); 3. Grayson Hart (Hon).
250 INT: 1. Jeff Daily (Yam); 2. Shane Donaca (Hon); 3. Kevin Yeager (Yam).
125 INT: 1. Shane Donaca (Hon); 2. Mike Hamness (Kaw); 3. Jason Balaski (Hon).
250 JR: 1. Shawn Lauer (Hon); 2. Gordon Postma (Kaw); 3. Kevin Strang (Hon).
250 BEG: 1. Gary Sather (Yam); 2. Bert Pramer (Kaw); 3. Randy Parker (Hon).
125 JR: 1. Rod Comstock (Kaw); 2. Darren Strunk (Hon); 3. Roby Leach (Cag).
125 BEG: 1. Scott Willis (Kaw); 2. Robert Harwell (Hon); 3. Ken Harwell (Hon).
OPEN JR: 1. Anthony Cabodi (Hon); 2. R.C. Merch (Hon); 3. Steve Evensen (Hon).
UTH: 1. Joe Knight (Yam); 2. Jesse Dean (on).
OT: 1. Rusty Garrison (Kaw); 2. Cliff Kobernik (Yam); 3. John Mack (Cag).
80 JR: 1. Ryan Hagerman (Yam); 2. Russ Postma (Kaw); 3. Jeme Gillson (Hon).
80 BEG: 1. Cory Fuller (Kaw); 2. Brandon White (Yam); 3. Doug McKuhn (Kaw).
60: 1. Cory Fuller (Kaw); 2. Doug McKuhn; 3. Cory Johnson (Kaw).
PP: 1. Deanna Holbrook (KTM); 2. Lisa Garrison (Kaw); 3. Laurie Stange (Kaw).
PEE WEE: 1. John Hardy (Yam); 2. Richie Peschel (Suz); 3. Kevin Schoen (Yam).

Crumling captures Timonium Indoor ST

By Len Breech

TIMONIUM, MD, NOV. 12

Paul Crumling grabbed a holeshot at the start of the 250cc Pro final and became the first rider in the full-size classes to claim two wins as the Baltimore County Trail Riders/ Cockeysville Optimist Club-sponsored indoor series at Timonium passed the halfway point in their five-race series. The Sweeten clan took two wins with multi-National Amateur champ Georgie Price taking the 125cc class while his uncle, Larry Sweeten, bumped his way past Adam Weiss to take the 250cc class. And Clarence Bull received some help from his brother to take the 360cc final.

In the small bore classes, Paul Lynch scored two straight wins in the 50cc class, but Brody Miller shot his way past on the third lap. Lynch regained the lead as they entered the first turn on the final lap, only to fall coming off the final turn, giving Miller the lead and win.

Jere Alexander overcame his season-long tendency to fall as he took the lead from a downed Mike Hacker as the 80cc class came off the second turn and pulled away to an easy win as his challengers all fell by the wayside. Hacker remounted last and began to slice his way through the others to take second with a few laps left.

Georgie Price grabbed the lead from Mike Klopp, Mike Johnson, Bret Freidel and Billy Bromley as the 125cc class began their 15-lap journey. On the fourth lap, Klopp collided with a downed rider, giving Friedel second. Klopp remounted in fifth and began to knife his way through the two riders in front of him to take third. In the late laps, Friedel worked his way to Price's rear tire, but couldn't find, or make, a way past.

Adam Weiss grabbed the lead from Larry Sweeten, Lew Woods and Warren Diem as the 250cc class hit the back straight. Weiss and Sweeten pulled a little distance over the others. Weiss kept a steady one-length margin until about the 10th lap when Sweeten charged into the first turn, taking Weiss out and taking the lead. Weiss rejoined in third, only to fall in the third turn. At the conclusion of the race, tempers flared with Weiss very angry at Sweeten's riding tactics.

Last week's 360cc class winner Joe White looked like he was going to repeat this week as he grabbed the lead from Clarence Bull, Charlie Majeski and Mark Burkholderr on the restart. Majeski slipped under Bull as they came off the second turn on the fourth lap and started to probe White's defenses. Up until the final lap, White ran a tight inside line with his Harley Sprint that Majeski couldn't penetrate. On the final lap, they tried to lap Clarence's brother David. White went to the outside, and Majeski thought he saw an opening inside, and shot his Bul into it. Majeski and Bull fell, with White bogging slightly, letting Clarence Bull and Burkholder by.

After all the excitement of the previous two races, Paul Crumling decided to take matters into his own hands as he grabbed the holeshot on his Honda of York/Pro Plates-sponsored Honda over Rodney Farris, Bob Sweeten and Scott Saunders. In this arena, Farris is the all-time winner and a master at passing. During the middle stages, he worked his way up to Crumling's rear, but instead of Crumling bobbling, it was the veteran Farris who had the slight miscue, slightly bobbling coming off the fourth turn on the 10th lap, giving Crumling a few more lengths that he added to by the end.

Results

50: 1. Brody Miller (Itj); 2. John Winsett (Hon); 3. Paul Lynch (Yam); 4. Tom Skethway (Yam).
80: 1. Jere Alexander (Kaw); 2. Mike Hacker (Kaw); 3. Roy Miller (KTM); 4. Charles Blessing (Yam).
125: 1. Georgie Price (Hon); 2. Bret Friedel (Kaw); 3. Mike Klopp (Yam); 4. Billy Bromley (Suz); 5. Jeff Isola (Kaw).
250: 1. Larry Sweeten (Kaw); 2. Warren Diem (Mai); 3. Dan Reichert (Bul); 4. Lew Woods (Bul); 5. Roy Collins (Bul).
360: 1. Clarence Bull (Hon); 2. Mark Burkholder (Bul); 3. Joe White (H-D); 4. Rich Rowe (Yam); 5. Rob Smith (Bul).
250 PRO: 1. Paul Crumling (Hon); 2. Rodney Farris (Yam); 3. Bob Sweeten (Hon); 4. Scott Saunders (Hon); 5. Rob Majeski (Yam).

Sellards tops Amherst MX

By Peggy Adamic

AMHERST, OH, OCT. 30

Honda rider Marcus Sellards topped the 17-rider lineup in the combined 125/250cc A class by grabbing 1-2 moto finishes for the overall wins and took home the biggest portion of the over $500 pro purse. More than 120 riders braved the northern Ohio chilly fall weather to attend the CRA's closing race of the season at Amherst Meadowlark's MC Club.

Kawasaki-mounted, Gear Racewear-backed Bryan Jones holeshot moto one as he made his move into the A class ranks. Willo Hardware rider Steve Wooledge chased Jones through turn one as did David Hand and Sellards. Jones and Wooledge held their positions for three laps when Sellards moved ahead of Hand and then passed Wooledge within the next half lap. KTM rider Ron Dunfee moved in on Hand for fifth.

Hand and Dunfee wasted no time passing Wooledge. Sellards passed Jones through the air to take the lead on lap four. Hand continued his campaign to the front of the pack by passing Jones. Dunfee and Wooledge took hold of third and fourth when Jones fell in a rough whoop section. Hand and Dunfee camped on Sellard's back tire for the remainder of the moto with Dunfee passing Hand on the final lap. Wooledge and Jones held their 4-5 positions to the checkered flag.

Wooledge holeshot moto two with Dunfee taking the lead in turn two. Hand, Sellards and Jones chased the duo for two laps when Hand routed past Wooledge. Dunfee remounted quick enough to hold fourth. Hand held a two-second lead ahead of Sellards on the final lap as Dunfee regained third from Wooledge. Jones held a slim fifth place as Honda rider Barney Barnett and KTM-mounted Chris Grasso camped on Jones' back tire for the final two laps.

Suzuki-mounted Shane Smith closed the door on the 250cc C class with 3-2 moto finishes for second overall. Although John Bell took the win with perfect 1-1 moto finishes, Smith's second place gave him the yearly class win by two points over Honda rider Jack Steele, who finished 2-3 for the day. Smith went on to grab the double moto wins in the Open B class.

Jay Hershey rode his '89 Suzuki to the double moto win in the 80cc (12-13) class. Hershey's win was made possible by his backers, Brunswick Suzuki, who made a special trip to pick up Hershey's '89 ride in time for the final race of the season. Hershey's 1-1 finishes made the trip worthwhile and assured Hershey of second overall for the year. John Grasso rode his KTM to 3-2 moto finishes for second overall and finished one point behind Hershey in the season point standings.

Kawasaki rider Brock Sellards took the double moto wins ahead of Randy Salamon, Karl Scott and Chad Wright in the 60cc class. The four riders grabbed identical moto finishes in each of the two outings. Salamon went on to win both motos of the 80cc (7-11) class.

Bill Koleno topped the Schoolboy class, finishing with perfect 1-1 moto scores atop his '89 Yamaha. Koleno also boasted the overall win in the 125cc C class. The 2-1 moto finishes moved Koleno ahead of Chris Miller by two points for the season's high points award. However, Miller took the year's class win as his best 18 races totaled above Koleno's.

Results

50: 1. Ryan Andrews (Yam); 2. Steve Savage (Yam); 3. Jonathan Persinger (Suz).
60: 1. Brock Sellards (Kaw); 2. Randy Salamon (Kaw); 3. Karl Scott (Kaw); 4. Chad Wright (Kaw).
80 7-11: 1. Randy Salamon (Kaw); 2. Mike Salamon (Kaw); 3. Jeremy Lawson (Kaw); 4. Dave Brehl (Hon).
80 12-13: 1. Jay Hershey (Suz); 2. John Grasso (KTM); 3. Mike Katin (Hon); 4. Trevor Trace (Kaw); 5. Mike Salamon (Kaw).
80 14-15: 1. Trevor Vones (Hon); 2. John Caruso (Hon); 3. Jason Myers (Kaw); 4. Dave Hernansky (Yam); 5. Eric Nepodal (Kaw).
125 SCHBY: 1. Bill Koleno (Yam); 2. Tim Baker (Kaw); 3. Jeff Wooledge (Hon); 4. Mike Baker (Kaw); 5. Joe Mezatesta (Hon).
125/250 A: 1. Marcus Sellards (Hon); 2. David Hand (Hon); 3. Ron Dunfee (KTM); 4. Steve Wooledge (Hon); 5. Bryan Jones (Kaw).
125 B: 1. Rick Boepple (Suz); 2. Chris Bodo (Hon); 3. Aaron McCoy (Hon).
125 C: 1. Bill Koleno (Yam); 2. Jack Steele (Hon); 3. Kelly Johnson (Kaw); 4. Jeff Wooledge (Hon); 5. Trevor Vines (Hon).
250 B: 1. D.J. Heberlein (Hon); 2. Chuck Adams (Hon); 3. Steve Wilmington (Kaw); 4. Bryan Becker (Hon).
250 C: 1. John Bell (Hon); 2. Shane Smith (Suz); 3. Jack Steele (Hon); 4. Gregg Hansel (Hon); 5. Randy Evans (Yam).
OPEN B: 1. Shane Smith (Hon); 2. Jim Skok (KTM); 3. Jerry Boyd (Hon); 4. Terry Wade (Hon); 5. Dave Blauman (Hon).
SR 1: 1. Henry Hauenstein (Hon); 2. Doug Bower (Kaw); 3. Gary Rice (Cag); 4. Steve Kaplan (Hon).
SR 2: 1. Stan Courtad (Hon); 2. Denny Salamon (Hon); 3. Larry Stahl (Hon).
EXTRA: 1. Ron Dunfee (KTM); 2. Marcus Sellards (Hon); 3. Chris Grasso (KTM); 4. Steve Wooledge (Hon); 5. Chuck Nicholson (Hon).

Davis' day at Vulture Mine 100

By Michael Ross

WICKENBURG, AZ, OCT. 30

Just when it looked like Scott Davis' chances of winning the overall Arizona Desert Racing Association's number one plate were all over, the determined Yamaha YZ490 rider pulled a rabbit out of his hat and won the 14th Annual Vulture Mine 100. Not only did Davis win the overall at the ADRA's penultimate race, but he also moves to within 15 points of arch rival Jeff Darland going into the final round in Mexico.

The Arizona Cycle Center and Sparks Cycle-sponsored Davis managed to keep Chris Strang at bay, capitalizing on Darland's problems and winning $500 from the ADRA en route to a sizzling 40.12 mph average in 2:29:34 on the fast but dusty 100-mile course.

Davis and Strang, who finished only 15 seconds behind after charging back from a flat tire in the first loop, beat hare and hound winner Dan Smith's time on the same course by over two minutes.

"We did our homework for this race," said Davis afterwards, "We took a little extra time to solve our problems before we got to the track and it paid off."

Davis, Darland and Strang all left at the same time with Strang grabbing the holeshot on his Robby Stroud tuned, Motorcycle Mecca, Arizona Cycle Center and Mom-sponsored Yamaha YZ250. Davis worked his way past Strang early in the first 50-mile loop and opened up a big lead when Strang pitted with a flat tire.

Darland, mired in choking dust, struggled to keep the leaders in sight but lost touch with Davis when his tire went flat. At the end of the first loop, Davis barely made it to his pit as the 490 coughed and sputtered out of gas. Luckily the Yamaha coasted up to his pit and he was able to refuel without losing any time.

Meanwhile Strang repaired his tire and took off after Davis, cutting a two-minute deficit at the halfway point to 15 seconds at the end of the race. Darland was in and out of his pit quickly but later stopped on the course with a locked-up transmission. Darland reported that his Sunnyslope Honda/AXO/ Maxima Oils/Phoenix Motor Sports/Sports Gas-backed Honda CR500 refused to shift and turn the back wheel. After trying desperately to restart his Honda, Darland started walking back to the finish line but stopped, returned to his bike and started it while holding the throttle wide open and dropping it into gear. The CR broke free and Darland rode it on in with a time of 2:39:31 at 37.15 mph.

Results

OPEN EX: 1. Scott Davis (Yam); 2. Jeff Darland (Hon); 3. Ken Kozlik (Hon); 4. Tim Abril (Hon); 5. Bob Russell (Hon).
250 EX: 1. Chris Strang (Yam).
200 EX: 1. Todd Davis (Kaw).
OPEN AM: 1. David Edwards (Kaw); 2. John Alba (Yam); 3. Garrett Sweetland (Hus).
250 AM: 1. Dan Marchand (Hon); 2. Mike Kozlik (Hon); 3. Dan Fargen (Kaw); 4. Todd Smith (Hon); 5. Stacey Miller (Hon).
200 AM: 1. Destry Abbott (KTM); 2. Bob Henderson (Hon); 3. Andy Reid (Hon); 4. Bryan Bruning (KTM).
OPEN NOV: 1. David Gilbert (Hon); 2. Bob Kirkwood (Hon); 3. Kevin Aljets (Hon); 4. Steve Holland; 5. Mark Baker (Yam).
250 NOV: 1. Merlen Slaughter (Suz); 2. Craig Connar (Hon); 3. Will Cosner (Yam); 4. Matt Krneta (Hon); 5. Mike Maier (Hus).
200 NOV: 1. Ban Boardman (Yam); 2. Brandon Beggs (KTM); 3. Bruce Morrison (Suz); 4. Michael Newberry (Kaw).
OPEN BEG: 1. Randy Hutchinson (Hon); 2. James Mode (Hus); 3. Doug W. Bays (KTM); 4. Roger Gridley (Suz); 5. Monty Betcher (Cag).
250 BEG: 1. Mark Winkelman (Hon); 2. Robert Velosquez (Hus); 3. Ron Lee (Hon); 4. Martin Grossman (KTM); 5. Shawn Schmitz (Hon).
200 BEG: 1. William Rowe (Hon); 2. Clay Romo (Hon); 3. Michael Harris (Yam); 4. Andy Smallhouse (Kaw); 5. Mike Fooght (Yam).
28+ SR: 1. Tim Leehe (KTM); 2. Allen Poore (Hus).
38+ SR: 1. Rob Beggs (KTM); 2. Wayne Decklever (Hon); 3. Boyd Abbott (KTM); 4. Stan Foster (KTM); 5. Jerry Smith (Hus).
30+ AM: 1. Elmer Attson (Yam); 2. Kenneth Stumpff (Suz); 3. Randy Chamberlain (KTM); 4. Richard Genovese (Hon); 5. Alan Wheatcraft (Hus).
30+ NOV: 1. Robert Gutterud (Hon); 2. Barry Harelson (Hus).
40+ NOV: 1. Jerry Rice (Yam); 2. Jack Laporte (Hon); 3.Jacob Schneiker (KTM); 4. Mark Kochenderfer (Suz).
30+ BEG: 1. Stephen Bogart (Hon); 2. Dave McElyea (Kaw); 3. Jay Moore (KTM); 4. Larry Hefley (M-S); 5. Larry Beshow (C-A).
45+: 1. John Kozlik (Hon); 2. Ron Zellitti (KTM); 3. Joe Prosser (KTM); 4. Gordon Rames (Hon); 5. Lee Balicki (KTM).
CL C DINO: 1. Jeff Howe (Yam); 2. Hank Laporte (Hus); 3. Leo Shanks (Hus).
MINI: 1. Tony French (Hon); 2. Frank Ramos (Hon).
MINI AM: 1. Caravona; 2. Church; 3. McElyea; 4. Shivers; 5. Smith.
MINI NOV: 1. Murray; 2. Forsyth; 3. Friedman; 4. Charlson; 5. Edwards.
MINI BEG: . Suarez; 2. Martin; 3. Attson.

Giem shines at DeAnza MX

By Mickey Wood

SUNNYMEAD, CA, NOV. 20

Mike Giem rode his Honda to the overall win in the 250cc Beginner class at today's SMX event at DeAnza Cycle Park. Giem topped both motos in the nine-rider class, with Suzuki-mounted Mike Sohrt coming in second with a 2-4 tally. Tim Jones wound up third on the day, posting 4-3 moto finishes.

Turnout was extremely light, due to the fact that SMX was also hosting the CZ World Championships today at DeAnza. For the third year in a row, Mark Johnson won the Open Modified CZ World Championship, but he was also competing in the regular 250cc Pro class, where he took another victory. Johnson's 3-1 edged the 2-2 score of Brad Toms. First-moto victor Tony Moreta DNF the second race.

In the Mini Beginner class Armando Overland put in a perfect pair of races to take top honors over fellow Kawasaki pilot Brian McClure. Jacab Brieden went 3-3 for third overall.

The first-place trophy for the Veteran division found its way into Steve Donovan's truck; Donovan also had 1-1 moto finishes to take the win over Tony Parsons.

Brian Thienes followed Honda rider John Layne home in both motos of the 250cc Novice class, allowing Layne the overall win.

Results

MINI BEG: 1. Armando Overland (Kaw); 2. Brian McCure (Kaw); 3. Jacab Brieden (Hon).
MINI NOV: 1. Dennis Turner (Kaw).
125 NOV: 1. Billy Butler (Kaw).
125 INT: 1. Matteo Cosentino (Cag).
250 BEG: 1. Mike Giem (Hon); 2. Mike Sohrt (Suz); 3. Tim Jones (Hon); 4. Brian Brown (Yam); 5. Ray Edwards (Suz).
250 NOV: 1. John Layne (Hon); 2. Brian Thienes (Suz).
250 INT: 1. James Moveta (Kaw).
250 PRO: 1. Mark Johnson (Suz); 2. Brad Toms (Kaw); 3. Tony Moreta (Kaw).
OPEN NOV: 1. David Simon (KTM).
VET: 1. Steve Donovan (Hon); 2. Tony Parsons (Hon).

Nielsen nails Cowboy Enduro

By Paul Nielsen

BELLINGHAM, WA, NOV. 6

John Nielsen rode his 500cc Kawasaki through and around the mud and water holes to win the 58th Annual Cowbell Enduro, hosted by the Mt. Baker Motorcycle Club.

More than 100 riders left the starting line on their given minute and found most of the checkpoints too far away for the time allotted to ge there. The trails were very difficult due to ample rainfall which resulted in 40 DNFs and no finishers at all in the Open B class. Quite a few riders recorded a zero point loss up to the third check, then things started to tighten up.

At check five Wayne Keezer had his 430 Husky in the lead with a perfect score, Nielsen had dropped one while Mike Schmidt and John Moody had dropped three. Both Schmidt and Moody went on to win their class, as did Nielsen and Keezer. Honda rider Darren Williams was also in the hunt with a two point loss. At check six Nielsen and Keezer were even, with each rider down two.

The club experienced land closure problems, and the event had to use the same loop twice. A few bottlenecks occurred, and the

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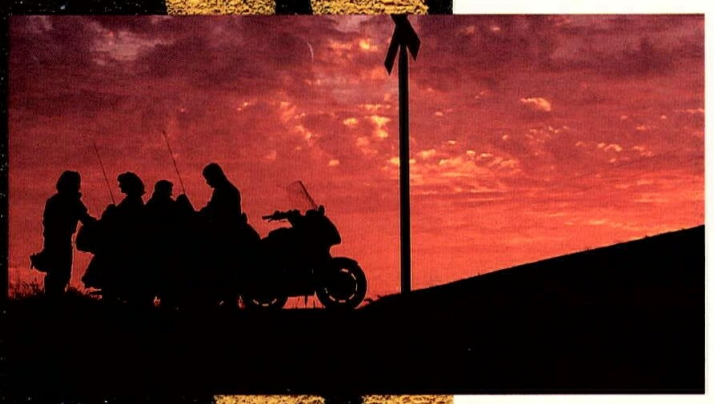

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XR™250R **If you can own only one dirt bike, look no further.** • *High-performance 249cc four-stroke single produces legendary torque and horsepower • Radial Four Valve Combustion chamber (RFVC™) for maximum efficiency • Unique steering head mounted oil cooler maximizes durability • Suspension travel: (front) 11.0 inches; (rear) 11.0 inches • Seat height: 36.4 inches • Dry weight: 239.5 pounds*

XR™100R **Honda's unparalleled engineering in a package everyone can enjoy.** • *Proven 99cc SOHC four-stroke single produces smooth, tractable power and is easy to maintain • Versatile five-speed transmission • Low, comfortable motocross-style seat • Generous ground clearance and rugged skid plate • Suspension travel: (front) 5.5 inches; (rear) 4.7 inches • Seat height: 30.3 inches • Dry weight: 149.9 pounds*

Z50R™ **The most valuable teaching aid since the blackboard.** • *Rugged 49cc SOHC four-stroke engine develops reliable power • Smooth-shifting three-speed transmission is coupled to an automatic clutch for easy shifting • Small size and light weight makes the Z50R ideal for young riders (recommended age 7 years or older), and easy to transport as well • Suspension travel: (front) 2.4 inches; (rear) 2.4 inches • Seat height: 22.6 inches • Dry weight: 109.1 pounds*

CR™500R **Only a factory contract could make it any better.** • *Liquid-cooled 491cc reed-valve-inducted engine puts out world-class power • New inverted HRC™ developed Showa™ cartridge forks for unsurpassed rigidity and control • New porting and a redesigned expansion chamber for smoother power delivery and easier starting • Lightweight, flat-slide carburetor for spot-on performance • Suspension travel: (front) 12.0 inches; (rear) 13.0 inches • Seat height: 38.2 inches • Dry weight: 223.8 pounds*

CR™250R **The machine championships are made of.** • *Light, powerful 249cc liquid-cooled engine uses a Nikasil®-plated cylinder for efficient power output • New Honda Power Port (HPP™) optimizes exhaust timing for a tremendous power boost • New inverted HRC™ developed Showa™ cartridge forks for unsurpassed rigidity and control • Suspension travel: (front) 12.0 inches; (rear) 13.0 inches • Seat height: 38.2 inches • Dry weight: 213.9 pounds*

CR™125R **Once again, the 125 National champion.** • *High-performance 124cc liquid-cooled single uses a new, Nikasil®-plated cylinder for more efficient cooling, better power, and less weight • Honda's exclusive Automatic Torque Amplification Chamber (ATAC™) provides outstanding power and response characteristics • Racetrack-bred close-ratio six-speed transmission • Suspension travel: (front) 12.0 inches; (rear) 12.2 inches • Seat height: 37.2 inches • Dry weight: 192.9 pounds*

CR™80R **When you're serious about winning, there's only one choice.** • *Lightweight, liquid-cooled 83cc single-cylinder engine uses a durable Nikasil®-plated cylinder for more efficient operation • Smooth-shifting, close-ratio six-speed transmission • Tough, steel frame uses a removable rear section for easy maintenance • Suspension travel: (front) 10.8 inches; (rear) 11.0 inches • Seat height: 31.9 inches • Dry weight: 138.3 pounds*

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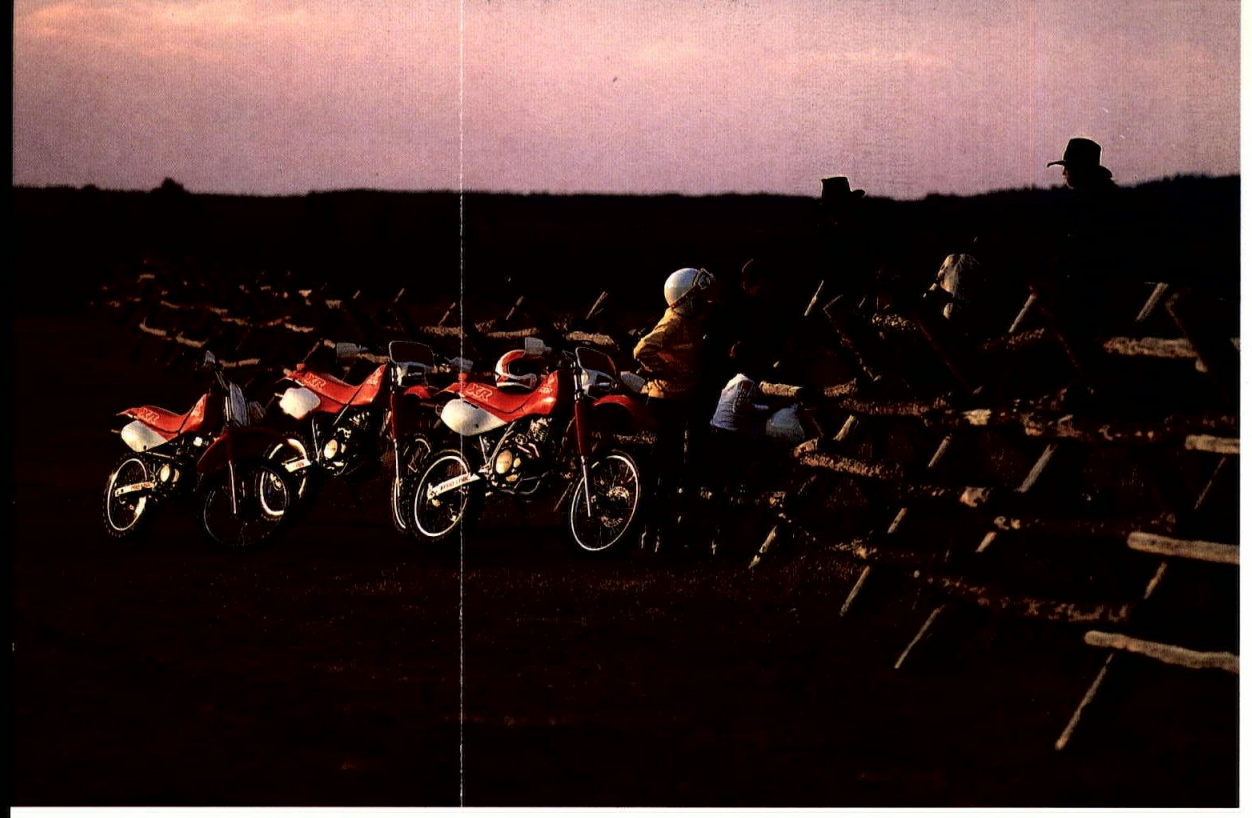

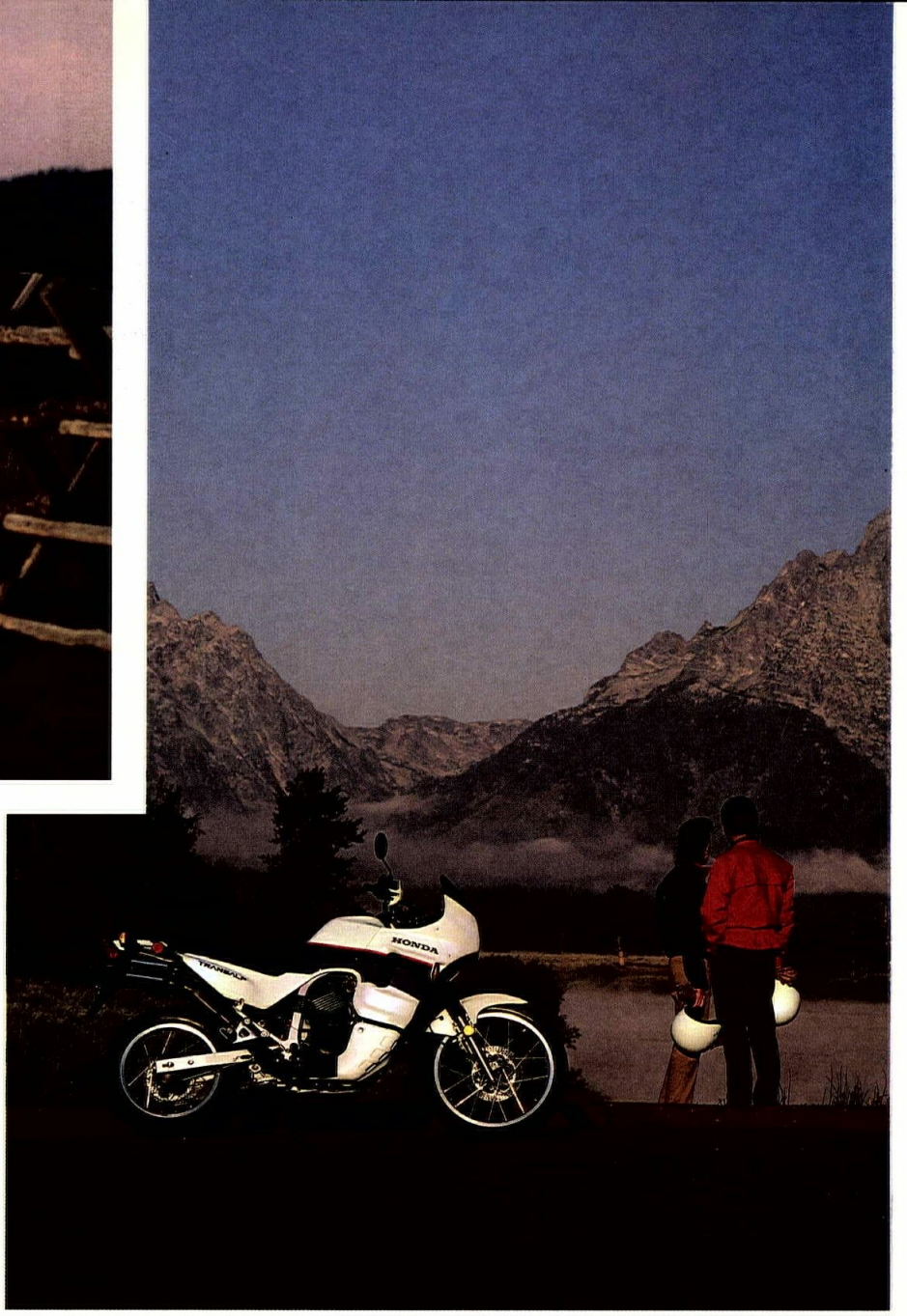
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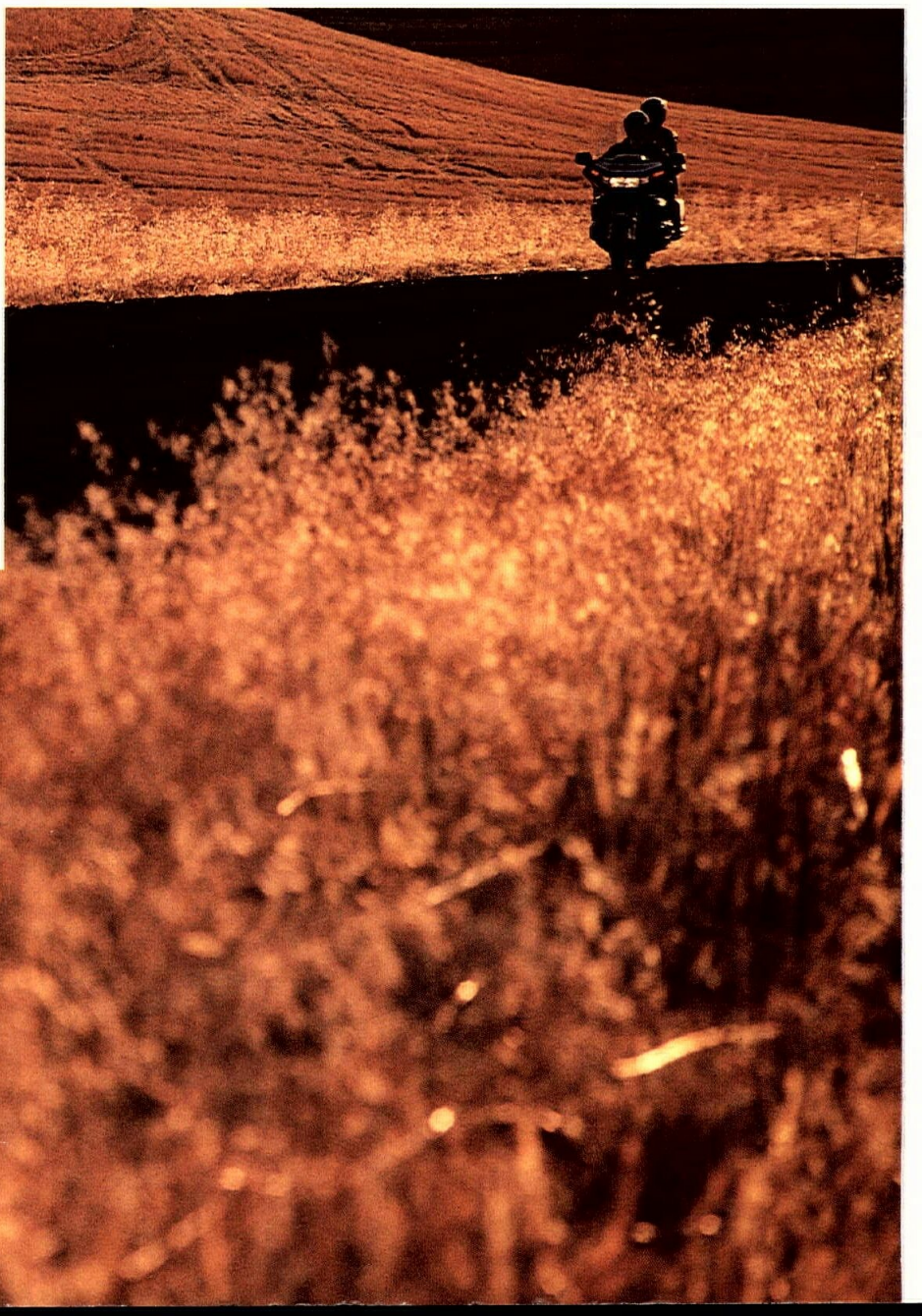

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The style, look, and feel of a classic bike, with the convenience of electric starting. • *Rugged, dependable air-cooled single-cylinder engine for the nostalgic feel of a clubman racer features Honda's exclusive Radial Four Valve Combustion chamber (RFVC™)* • *Light weight and narrow design ensure superb handling characteristics* • *Convenient electric starting as well as a kickstarter* • *Seat height: 31.1 inches* • *Dry weight: 353.7 pounds* • *Color: Black Green*

NX650

When you've got a style all your own, you need a bike to match. • *Light, simple air-cooled single-cylinder produces generous power at all engine speeds* • *Electric starter for no-sweat startups* • *Gear-driven counterbalancer means virtually no vibration* • *Long-travel suspension gives the NX650 off-pavement capabilities, yet provides a smooth highway ride* • *Rear carrier is standard equipment* • *Seat height: 34.1 inches* • *Dry weight: 352.8 pounds* • *Color: Astro Blue*

CBR

The best sport motorcycle in its class is also the most versatile. • *Compact 598cc DOHC liquid-cooled transverse four engine offers both high performance and superior dependability* • *Twin-tube, Computer-Assisted-Design frame is light and strong* • *Close-ratio six-speed transmission perfectly matches the engine's performance* • *Seat height: 30.7 inches* • *Dry weight: 408.1 pounds* • *Colors: Pearl White/Silver; Pearl White/Blue and Red*

VTR

The light weight and easy-to-use power a beginner needs with the style everybody wants. • *Compact 249cc liquid-cooled DOHC V-twin is strong, smooth and reliable* • *Innovative bodywork with hot new graphics* • *Easy shifting six-speed transmission* • *Seat height: 29.9 inches* • *Dry weight: 330.8 pounds* • *Color: Ross White*

NX250

A light, versatile motorcycle you can begin on and grow with. • *Reliable, liquid-cooled DOHC engine is economical to operate and produces generous power* • *Convenient electric starter* • *Engine balancer helps reduce vibration* • *The NX250's long-travel suspension lets you explore unpaved roads, yet provides all-day highway comfort* • *Rear carrier is standard equipment* • *Seat height: 31.9 inches* • *Dry weight: 260.2 pounds* • *Colors: Metallic Blue, Pearl White*

NX125

If you're looking for fun, start here. • *Proven four-stroke engine produces easy-to-use power and offers outstanding reliability* • *Electric starter makes the NX125 easy to get going* • *Aerodynamic bodywork contributes to the NX125's fresh looks* • *Long-travel suspension lets the NX125 rider travel on unpaved roads, yet yields a smooth highway ride* • *Rear carrier is standard equipment* • *Seat height: 31.7 inches* • *Dry weight: 250.3 pounds* • *Color: Ross White*

SHADOW™ 1100

An unmatched combination of performance, comfort and value in a classic V-twin package. • *Powerful, liquid-cooled 45-degree 1099cc V-twin with offset dual-pin crankshaft for smooth cruising* • *Wide-ratio four-speed transmission perfectly matched to the Shadow's torque curve* • *Low seat, pull-back handlebars and forward-set footpegs emphasize the relaxed, laid-back riding position* • *Wheelbase: 65.0 inches* • *Seat height: 26.0 inches* • *Colors: Indian Lake Blue, Wineberry Red*

SHADOW™ VLX

Presenting a modern classic. • *Compact, 583cc 52-degree liquid-cooled V-twin for a traditional feel of power* • *Pull-back handlebars and forward-set footpegs for a laid-back riding position* • *Wide-ratio four-speed transmission matches the Shadow's V-twin powerband perfectly* • *Wheelbase: 63.2 inches* • *Seat height: 27.2 inches* • *Colors: Wineberry Red, Wave Blue*

What's in a name

Honda has a worldwide reputation that can be summed up in one word: Quality. We've earned that reputation by understanding our customers' needs, and creating products which meet and surpass those needs. Indeed, our expectations for our products are as high as those of even our most demanding customers.

Consequently, Honda products the world over—wherever they are made—share the same renowned Honda quality. And, we're proud to say, they rank as the most innovative, technically advanced products of their kind.

Beyond manufacturing, we are committed to honoring our obligations to society by being a contributing member, both economically and socially, wherever we do business.

Winners ride responsibly.

Don't take chances. Professional motorcyclists ride to win. And they know they can't win if they don't finish. The pros also know how responsible riding practices and the proper safety equipment help them finish by minimizing risks. They ride accordingly, and so should you.

Use the proper equipment. Pros always use quality helmets, eye protection and protective clothing, just as all motorcyclists and their passengers should. And the pros realize no one should ever operate any motor vehicle while under the influence of alcohol or drugs. Another part of using your equipment properly is knowing your equipment. That's why you should read your owner's manual thoroughly. And please remember that the Z50R,™ XRs™ and CRs™ are designed for off-road operator use only, and the GB500 is designed for on-road operator use. The Z50R is recommended for operators 7 years and older. And, of course, CRs are designed for use only in organized, closed-course racing events.

Make every ride an education. Pros know every safe rider is a winner, and that no rider is ever too good. The Motorcycle Safety Foundation knows that too, and they offer classes to help you improve your skills. For more information, call them at 1-800-447-4700, or see your local Honda dealer.

Be a responsible rider. Pros know motorcyclists have special responsibilities. Pros always obey the laws and regulations governing their riding areas, and you should too. They use common sense and respect the rights of others. That's why they don't modify their motorcycles' exhaust systems. They never use the street as a racetrack, and they know every rider must have a proper license when riding on public roads.

Respect the environment. When riding off-road, pros minimize their impact on the environment by staying on established trails in approved areas, keeping their riding areas clean, and not modifying their silencers or spark arrestors. And, of course, they always obtain written permission before riding on private land.

HONDA

Come ride with us.

Specifications and availability subject to change without notice. California version may differ slightly due to emissions equipment on street motorcycles. Rearview mirrors are standard equipment on all Honda street motorcycles. CRs are sold "AS IS" without warranty. †See your Honda dealer for complete details. Pacific Coast,™ CB-1,™ Transalp,™ Gold Wing,® Shadow,™ Hawk,® Pro-Arm,™ CR,™ XR,™ RFVC,™ Z50R,™ HRC,™ HPP™ and ATAC™ are Honda trademarks. Nikasil® is a registered trademark of Mahle Gesellschaft. Showa® is a trademark of Showa Mfg. Inc. ©1988 American Honda Motor Co., Inc. (11/88) Printed in U.S.A.

ails' degree of difficulty increased considerbly. Most riders considered the entire second oop as the "check in, check out."

Nielsen turned up the wick on his big-bore SDE Kawasaki, dropping six at check eight hile Moody, Williams and Keezer dropped 0 route points. Schmidt stayed in the hunt s he and Nielsen zeroed checks 11 and 12. heck 13, the finish, was still taking points om the riders. Nielsen lost two, Keezer three, chmidt and Moody four, and Williams five. ielsen won with a 17-point loss over Keezer 34, Moody 39, Schmidt 41, and Williams 5 points lost.

In the Senior class, and going both loops, rrol Borsky put in a very good ride aboard KTM. Borsky finished with a 61-point loss.

Ted Watson claimed the Four-Stroke B class ith a 102-point loss. Fred Boettner topped e Sportsman class with a 28, while Scott IcLaughlin won the C class with a 45-point ss, beating out David Moore at the tie-reaker check. Moore also had a 45 point loss.

esults

OPEN A: 1. John Nielsen (Kaw); 2. Jim Walker (Kaw); Lyle Duronso (Yam).
250 A: 1. John Moody (KTM); 2. Blaine Ostafin (KTM); Jeff Barlowe (KTM).
250 B: 1. Larry Milne (Yam); 2. Dale Eaton (Kaw); 3. ary Swan (KTM).
200 A: 1. Mike Schmidt (Yam); 2. Jay Burrel (Kaw).
200 B: 1. Jeff Odom (Yam); 2. Mike Crosier (Kaw); 3. hawn Klein (Yam).
AA: 1. Wayne Keezer (Hus); 2. Scott Lathop (Hus); 3. cott Drafs (Hon).
SR: 1. Errol Borskey (KTM).
4-STRK A: 1. Darren Williams (Hon); 2. Mike Koenig (Hus).
4-STRK B: 1. Ted Watson (Hon); 2. Ted Blow (Yam).
SPTMN: 1. Fred Boettner (Yam); 2. Keith Bowen (Kaw); Gary Neese (Hus).
C: 1. Scott McLaughlin (Hon); 2. David Moore (Suz); 3. en Witt (Kaw).

ifford tops Ventura MX

y Cliff Morgan

ENTURA, CA, NOV. 19

he first of five scheduled motocross events the Coors/Ventura-Oxnard Kawasaki inter Motocross Series at Ventura Raceway t off to a great start with over 100 riders esent to ride the newly-enlarged Ventura aceway stadium motocross course.

The 125 and 250cc Beginner classes were far the largest group of riders and in the 5cc Beginner class Darren Clifford took top nors with a first and third in the two motos. hn Clifford finished second, with Joe owers coming in third.

The 250cc Beginner class was led by John rr who dominated action by taking first in th motos. Steve Charboneau and Rick Davis n second and third.

In 80cc action Kevin Bakken took the win. won both motos in tight racing with Jason ood, who finished second, and Derek Van tter who finished third.

The closest racing of the afternoon was in 500cc Beginner class. The battle for the n saw Glen Wilkins come out on top after ishes of five and one in two motos. Second nt to George Miles with a 4-2 finish, while rd place went to Tom Roe with a 2-4 owing for the event.

esults

0 BEG: 1. Kevin Bakken; 2. Jason Wood; 3. Derek Van ter; 4. Carlos Murillo; 5. Joseph Aldana.
25 BEG: 1. Darren Clifford; 2. John Clifford; 3. Joe wers; 4. Howard Smithson; 5. Darryl Sullada.
25 JR: 1. Mike Bulley; 2. Erik Lindstrom; 3. Jeff Hall.
25 INT: 1. Matt Drury; 2.Jeff DelVillar.
25 PRO: 1. Lance Johnson.
50 BEG: 1. John Farr; 2. Steve Charboneau; 3. Rick is; 4. Jeff Ekholm; 5. Cory Stephens.
50 JR: 1. Bud Donatoni; 2.Kirk Puerner; 3. Dave nbert; 4. Larry Penrod.
50 INT: 1. David Lynch; 2. Dave Danatoni; 3. Everret l; 4. Mark Boren.
50 PRO: 1. Lance Johnson.
00 BEG: 1. Glen Wilkins; 2. George Miles; 3. Tom Roe; Dale Throckmorton; 5. Kevin Lang.
00 JR: 1. Danny Stymacher; 2. Bud Donatoni; 3. Steve Bergen.
ET BEG: 1. David Lambert; 2. Jeff Stevens.
ET JR: 1. Curt James; 2. Dave Alexander; 3. Bill ckmorton; 4. Dan Kaskus.
T INT: 1. Mike Sixbery.

rown blasts urkey Scratch MX

y Sharon Jones

HOKA, MO, OCT. 30

ing into the final round of the Kahoka Fall X Series Dave Brown, Eric Gray, Pat rdon and Todd Capstick were in contenn for the series win in the 250cc Amateur ss.

n moto one Capstick out-braked Brown ng into the first turn for the lead, while ce Shannon and Steve Halterman ran third l fourth. Brown glued himself to Capstick's r fender as the two pulled away from the k. At the finish Capstick held on for the with Brown just inches behind him. lterman found his way past Shannon on three for third.

Everyone knew the start would be crucial l in moto two Brown rocketed off the line the holeshot. Capstick took the inside in t one, but Brown had the momentum and t his lead for the rest of the moto. Capstick k his wheel under Brown on every lap Brown pulled away on the final lap. stick finished second and Pat Gordon was rd. Brown, along with all the other amateur es winners, was awarded a four-foot tall, r column trophy.

Throughout the series Brad Jones and Rick nson had been trading moto wins every kend in the Senior class. Both riders knew ould come down to the wire to determine the overall winner. In moto one Jones took the holeshot as Munson took to the inside of Jones and in turn one they banged bars and Munson went down. Munson narrowly escaped being run down by the rest of the pack and got up quickly. He picked off several riders each lap until he found himself in second, way behind moto winner, Jones.

In moto two Jones once again led the pack, but Munson stalked him for less than a lap before making his move on the off-camber camel hump. Munson took the lead and the series win. Jones came in second, a few bike lengths back, while Steve Halterman cruised in for an easy third.

In the 250cc Expert class, series leader Marvin Hendrickson chose to run the Ponca City GNC Regional, leaving Jones the chance to win the Kahoka Series. Jones took the holeshot in moto one with Jason Hapke second and Rick Patton battling right from the start. The three riders stayed close together for the entire race with Jones taking the win ahead of Hapke and Patton.

Jones needed first place to take the series and the $200 bonus money. He did just that by taking the holeshot with Hapke and Patton again in second and third. Hapke took a tumble and dropped back to fourth while Patton put the hammer down and worked on Jones for the rest of the moto. Jones held his ground to take the win and the series overall.

Results

80 JR: 1. Brian Witzenburg; 2. Reed Harris; 3. Joe Steward.
80 SR: 1. Brian Olson; 2. Stacey Krpan; 3. Donney Stewardc.
125 AM: 1. Mark Baumert; 2. Todd Capstick; 3. Ron DeVries.
125 EX: 1. Travis Kobush; 2. M.R. Dymond; 3. Brent Ouellette.
250 AM: 1. Dave Brown; 2. Todd Capstick; 3. Steve Halterman.
250 EX: 1. Brad Jones; 2. Rick Patton; 3. Jason Hapke.
OPEN: 1. Rick Munson; 2. Brad Jones; 3. Rick Patton.
SR: 1. Rick Munson; 2. Brad Jones; 3. Steve Halterman.

Russell storms to Buckhorn Enduro win

By Terry Rust

OAK RUN, CA, NOV. 16

Fresh off his win at the National enduro in Illinois, Yamaha's Jeff Russell headed out West to the AMA/D-36 Buckhorn Enduro and was greeted by more rain, snow and freezing cold weather conditions. But the chilly temperatures just seemed to heat up Russell as he edged out Suzuki pilot Dave Bertram by 10 seconds for the overall win. Third place went to Honda-mounted Jeff Irwin.

The Buckhorn Enduro was originally scheduled as a National points paying event in October, but was cancelled due to overly dry weather conditions. But it was quite the opposite this weekend.

It started pouring down rain on Friday afternoon which turned into snow three hours into the enduro on Sunday morning.

Two hundred and 10 riders were ready to go at the seven a.m. start and the first check was zeroable for most of the them. However, the second check saw AA rider Russell dropping 2.8 points with Bertram losing 2.18. It was at this tie-breaker check where the dogfight between Russell and Bertram would be eventually decided.

As the riders checked in and out of checkpoint three, the rain became heavier and the B and C riders became less and less in numbers. A hill just before checkpoint three saw many riders call it quits.

It was decided to officially end the C riders' day at the first gas at 60 miles out and let the A and B riders continue on into the second loop. At the check both Russell and Bertram dropped two points.

Check five was designed to be zeroable but the rain and snow made it impossible to zero. Russell dropped two and Bertram three, but at the next check, Bertram dropped two and Russell three, so the two riders remained locked in a points tie.

At check six the weather had turned into blizard-like conditions and the event was called off and everyone headed back to the pits with check six officially counting as the finish. Only 16 riders managed to make it that far.

When the score cards were tallied, Russell and Bertram were tied, but Russell beat Bertram for the overall by arriving 10 seconds closer to *30* at the check two tie-breaker.

Results

AA: 1. Jeff Russell (Yam); 2. Dave Bertram (Suz); 3. Jeff Irwin (Hon); 4. Duke Lambert (Yam).
200 A: 1. J. Duby (Hus).
250 A: 1. M. Walden (Hon); 2. D. Wood (Kaw); 3. S. Meyer (Yam); 4. C. Biro (Kaw); 5. R. Celoni (Hon).
OPEN A: 1. K. Goodard (Hus); 2. G. Martinson (KTM); 3. R. Davis (ATK); 4. J. Dixon (Hon); 5. T. Turpin (KTM).
VET A: 1. B. Dart (KTM); 2. B. Shannon (Hon); 3. T. Stowe (Hon); 4. J. Bowman (Suz); 5. R. Celoni (Hon).
S/SR A: 1. R. Christian (Suz); 2. D. Matheson (KTM); 3. R. Adan (KTM); 4. R. Beckstrom (Hon); 5. J. Carr (Hus).
SR A: 1. F. Showers (KTM); 2. D. Matheson (KTM); 3. R. Adan (KTM); 4. R. Beckstrom (Hon); 5. J. Carr (Hus).
200 B: 1. M. Randol (Kaw); 2. J. Wilson (Kaw).
250 B: 1. B. Stene (Yam); 2. J. Randolph (Kaw); 3. C. O'Bergin (Hon); 4. M. Prinvale (Hon).
OPEN B: 1. J. Pinsky (KTM); 2. D. Carpenter (Kaw); 3. D. Cobb (Hon); 4. R. See (Hon).
SR B: 1. W. Tuma (KTM); 2. P. Bishop (Hon); 3. D. Holman (ATK); 4. B. Rychlik (Yam); 5. T. Robinson (Hus).
4-STRK B: 1. R. Kilpatrick (Hon); 2. J. Aveggio (Hon).
WMN B: 1. J. Duffek (Kaw).
200 C: 1. A. Marshal (Yam); 2. C. Martin (Kaw); 3. D. Newland (Kaw); 4. B. Stewart (Suz).
250 C: 1. R. Katsura (Kaw); 2. W.J. Faler (Hon); 3. P. Smith (Hon).
OPEN C: 1. M. London (KTM); 2. H. Grant (Hus); 3. M. Schmidt (Hon); 4. S. Christensen (Hon).
VET C: 1. R. Boyd (Yam); 2. M. Sylva (Hon); 3. M. Correa (Kaw); 4. C. Stanley (Yam); 5. Z. Zanola (Hon).
SR C: 1. J. Beite (KTM); 2. H. Grant Sr. (Hus); 3. T. Budhi (KTM); 4. C. Martin (Kaw).
S/SR C: 1. W. Faler (Kaw).
4-STRK C: 1. R. Kalfsbeck (Hon); 2. R. Wallace (Hon); 3. E. Spurlak (Hus); 4. M. Pleis (Hon); 5. B. Eckert (Hon).

Ferro captures Gobbler Enduro win

By Kit Palmer

LUCERNE VALLEY, CA, NOV. 13

Honda-mounted John Ferro scored the only *three* to claim the overall victory at the Southern California Enduro Club's Gobbler Enduro. The Vet 250cc AA rider, Ferro, collected a low 3.190 score, beating his nearest competitor, Yamaha-mounted Steve Williams by one point. Williams carded a 4.210. Brett Bainbridge (4.257), Tim Nething (4.281) and Tony Rickard (4.285) rounded out the top five.

Nearly 320 riders entered SCEC's Gobbler Enduro which featured two loops, totaling approximately 70 ground miles in the Southern California high desert under clear and cool skies.

The first loop kept the timekeepers happy with many of them heading into loop two with *zeroes* on their score cards, but two rather long and fast special tests in the second loop turned a clean card into one full of unwanted points.

Checks seven and nine were the point takers and it was check nine that determined Ferro's win over Williams. The best scores turned in at check seven were twos, including Ferro and Williams, but Ferro was the only rider to card a one at check nine. However, it was close.

Ferro arrived at check nine one minute and 59 seconds late, beating a two point loss by one second, while Williams arrived two minutes and eight seconds late. Ferro was a full nine seconds faster than Williams in this special test. Bainbridge scored a 2.18 at check nine.

Four riders protested checkpoint two for milage, but the protests were eventually thrown out when the distance was rechecked and found to be accurate.

Results

O/A: 1. John Ferro (Hon); 2. Steve Williams (Yam); 3. Brett Bainbridge (Yam); 4. Tim Nething; 5. Tony Rickard (Yam); 6. John Uhern (Hon); 7. Willie Kennedy (Hon); 8. Scott Crawford (Yam); 9. Jason Ingersoll (Hon); 10. Gary Dudley (Hus).
200 AA: 1. Tony Rickard (Yam).
250 AA: 1. Scott Crawford (Yam).
OPEN AA: 1. Steve Williams (Yam).
VET 250 AA: 1. John Ferro (Hon); 2. Willie Kennedy (Hon); 3. Mark Cook (Hon); 4. Robert Burtis (Yam); 5. Ken Lewis, Jr. (Yam).
VET OPEN AA: 1. Neil Eggensperger (Yam).
SR 250 AA: 1. Harry Keast (ATK); 2. John Bainbridge (Yam); 3. Pat Souza (Kaw); 4. Jim Ingersoll (Hon).
SR Open AA: 1. Don McNamee (Yam); 2. Joe Dion (Hus); 3. Bruce Boring (KTM); 4. Bill Daniel (KTM).
S/SR AA: 1. Ed Mazenko (Hon); Gus Paull (Hus); 3. Neal Keith (Kaw).
200 A: 1. Craig Flanders (Hon); 2. Scott Sinnig (Hon); 3. Kit Palmer (Kaw); 4. Robert Rumrill (Kaw); 5. Brian Urban (Yam).
250 A: 1. Brett Bainbridge (Yam); 2. John Uhern (Hon); 3. Bob McClellan (Yam); 4. Mike Schmardebeck (KTM); 5. Greg Kennedy (Hon).
OPEN A: 1. Jordan Chaney (Hus); 2. Ben Bernardy, Jr. (Yam); 3. David Larsen (KTM); 4. Mark Glasmeier (Yam); 5. Robert Wranosky (Hon).
4-STRK A: 1. Randy Bustamante (Hon); 2. Dennis Greene (Hon); 3. Randy Bennett (Hon); 4. David Lambert, Sr. (Hus); 5. Al Spangler (Hon).
VET 250 A: 1. Tim Nething (Hus); 2. Steve Bebeck (Hon); 3. John Meurs (Yam); 4. Martin Blais (Hon); 5. Andre Butcher (Yam).
VET OPEN A: 1. Terry Huffman (Hon); 2. Forrest Stowells (Hon); 3. Lee Scheffers (Hon); 4. Richard Griffin (Kaw); 5. Gary Beauchamp (Hus).
SR 250 A: 1. Charles Brown (Yam); 2. Dana Bell (Kaw); 3. David Kincaid (KTM); 4. Don Lallier (Hon); 5. Dirk McClellan (Yam).
SR OPEN A: 1. Larry Mason (Yam); 2. Jim Rucker (Hon); 3. Trevor Powell (Hus); 4. Ed Stenberg (ATK); 4. Rick Claypoole (Hon).
S/SR A: 1. Warren Stirling (Kaw); 2. Doug Douglas (Yam).
200 B: 1. Bill Flanders (Hon).
250 B: 1. Ben Bernardy, Jr. (Yam); 2. Andy Ording (Kaw); 3. Marty Garner (Yam); 4. Scott Allen (Yam); 5. Clint Diaz (Yam).
OPEN B: 1. Gary Dudley (Hus); 2. Thane Rivers (KTM); 3. Jim MacIntyre (Hus); 4. Michael Galloway (Hus); 5. Paul Zarr (Yam).
4-STRK B: 1. Scott Sandefur (Hon); 2. David Treen (Hon); 3. Earle Kellett (Hon); 4. Mark Fraker (Hon); 5. Jan Buijnink (Yam).
VET 250 B: 1. Steve Jenkins (Hon); 2. Graeme Nicholls (Yam); 3. Jim Boggs (Hon); 4. Dan Button (Yam); 5. Rick Early (Hon).
VET OPEN B: 1. Linden Stevens (Hon); 2. Charles Howell (Yam); 3. Kurt Anderson (KTM); 4. Dale Ogden (Hon); 5. Glenn Hagbery (Kaw).
SR 250 B: 1. Richard Griswold (Yam); 2. Gray Bullard (Yam); 3. Larry Owens (Yam); 4. John Flanders (Hon); 5. Ron Andrews (Yam).
SR OPEN B: 1. Rick Taylor (Hon); 2. John Alkema (Hus); 3. Neil Kirkland (Yam); 4. Art Whitney (Hus).
S/SR B: 1. David L. Jones (Hon); 2. John Bailey (Hon); 3. Keith Anderson (Yam); 4. Richard Tomac (Yam); 5. Robert Jackson (KTM).
200 C: 1. Jeff Burke (Yam); 2. Mark Couch (Kaw); 3. Steven Bennett (Kaw); 4. Dane Ware (Kaw); 5. Robert Glasden (Yam).
250 C: 1. Darren Rivers (Hon); 2. Mat Bateman (Mai); 3. Mark Witsken (Yam); 4. Joe Crider (Hon); 5. Bryan Mickelson (Kaw).
OPEN C: 1. Jeff Greene (KTM); 2. Bart Bakker (Kaw); 3. Eric Peterson (Hon); 4. Mike Allen (Yam); 5. Bryan Whited (Hus).
4-STRK C: 1. Steve Johnson (Hus); 2. Chris Hinrichs (KTM); 3. Chris Moehnke (Hon); 4. Jack Sabine, Jr. (Hon); 5. Greg Appelman (Hon).
VET 250 C: 1. Dennis Navarre (Yam); 2. Bryan Welch (Yam); 3. Randy Bruce (Kaw); 4. John Foreman (Suz); 5. Frank McCarthy (Yam).
VET OPEN C: 1. Dan Roach (Hus); 2. Mark Hill (Hus); 3. Ruben Spangenthal (Yam); 4. Daniel Siapin (Yam); 5. Marc Perdew (Yam).
S/SR C: 1. Don Gladden (Kaw); 2. George Thomas (Kaw); 3. William Bieganski (Hon).
LOOP ONE
O/A: 1. Stevan Lusa (Suz); 2. Jeff James (Hon); 3. Janice Rubin (Yam); 4. Chad Cook (Kaw); 5. Diana Bullard (Yam).
MINI B: 1. Chad Cook (Kaw); 2. Dean Beauchamp (Hon).
MINI C: 1. Cliff Cook (Kaw).
BEG: 1. Jeff James (Hon); 2. Jeffrey Vogt (Kaw); 3. Steve Osborne (Hon); 4. Phil Callister (Hon); 5. Dan Delwiche (Hon).
WMN B: 1. Janic Rubin (Yam); 2. Diana Bullard (Yam); 3. Diane Olson (Yam).
WMN C: 1. Christy Anderson (Hon); 2. Tara Schweitzer (Kaw); 3. Pam Rockwell (Hus); 4. Frosty Cannon (Yam).
200 C-16: 1. Stevan Lusa (Suz).

PHOTO BY MIKE KLINGER

Brett Bainbridge captured third overall at the Gobbler Enduro.

Roberts rounds up Moroso RR

By Joe McKay

WEST PALM BEACH, FL, OCT. 23

Danny Roberts captured first place honors in the solo GTO 50 mile race and the Unlimited Supersport class, and finished third in the $1000 shoot-out today at Moroso Motorsports Park.

At the start of the 50-mile endurance race it was apparent the battle was going to be between Rick Shaw and Roberts on his Palm Beach Suzuki/Larsen Painting/Suzuki GSXR1100. The two battled for most of the 22-lap feature with Shaw doing most of the leading. Roberts passed several times but Shaw kept coming back. With six laps to go it became apparent that Shaw had developed a problem with his bike as steam was hitting him in the face shield as he came into the corners. With three laps to go Roberts took the lead for good to take the victory. John Choate finished second and Frank Kinsey finished third and ran an excellent race. Jim Pennington made his return to racing after a year off and finished fifth after working his way up through the field.

The Unlimited GP and Supersport classes were combined with Mark Chin powering away from the field followed by John Long. Jim Pennington was third and Roberts, riding his 750, was fourth overall and first in the Supersports class with Ted Dake right behind. Dake tried to pass Roberts for the win but Robert held on. Mark Foster was third in the Superstport class.

The $1000 Shoot-Out was a Chim show as the Grand Prix Cycles/Spectro Oils/Specialty Imports/Dyno Jet Research/Wiseco/D.I.D rider blasted around the track totally unmolested. Roberts, back on the 1100 Suzuki, made a run at him early but had his hands full with Long. Roberts had his exhaust pipe let go and dropped to third just ahead of the hard-charging John Choate. Kinsey rode his FZ750 Yamaha to fifth, one of his best finishes.

Greg Esser, Mike Lehning, Mark Dalton, and Dwaine Williams battled for the lead in the Middleweight Superbike class for the first two laps. Esser, riding the Moore Racing Hurricane, put some distance between himself and Lehning on lap three as Lehning had gear trouble and had to float through some corners. Dalton battled with Williams and finally opened a two bike length lead at the flag. Kevin Noonan finished in fifth overall and led the Novice class home.

Results

50 MILE GTO: 1. Danny Roberts (Suz); 2. John Choate (Suz); 3. Frank Kinsey (Yam); 4. Jim Pennington (Suz); 5. Nate Donohew (Yam).
MINI: 1. Ben Stowers; 2. Pierce Duchene; 3. Frank Carver; 4. Bowe Horron; 5. Jack Akarjalian.
L/W GP EX: 1. James Ronan (Yam); 2. Stan Pollock (Yam); 3. Gary Stumm (Yam); 4. Mike Spradlin (Yam); 5. Rick Jackson (Yam).
H/W S/SPRT EX: 1. Mark Foster (Yam); 2. Scott Lyman (Suz); 3. Bill Beesch (Hon); 4. Jim McGrath (Suz); 5. Jimmy Shelton (Suz).
M/W S/BIKE EX: 1. Greg Esser (Hon); 2. Mike Lehning (Hon); 3. Mark Dalton (Hon); 4. Dwaine Williams (Hon); 5. Jody Chodkowski (Yam).
U/L GP: 1. Mark Chin (Yam); 2. John Long (Suz); 3. Jim Pennington (Suz); 4. Frank Kinsey (Yam); 5. Wayne Watts (Suz).
M/W S/SPRT EX: 1. Pat Johnson (Hon); 2. Bill Beesch (Hon); 3. Glenn Barry (Hon); 4. Mark Dalton (Hon); 5. Gordon Forester (Hon).
H/W S/BIKE EX: 1. John Choate (Suz); 2. Jim Pennington (Suz); 3. Frank Kinsey (Yam).
50 MILE GTU: 1. John Long (Duc); 2. Newton Heston (Hon); 3. John Choate (Hon); 4. Glenn Barry (Hon); 5. Mike Barnes (Hon).
L/W GP NOV: 1. Jeff Johnson (Suz); 2. Steve Wishinsky (Suz); 3. Perry Melneciuc (Yam); 4. Ed Borowy (Hon); 5. Gonzalo Mejia (Yam).
H/W S/SPRT NOV: 1. Chip Crowther (Suz); 2. Nate Donohew (Yam); 3. Chris Smith (Suz); 4. Phil Stamatyades (Yam); 5. Scott Landis (Suz).
M/W S/BIKE NOV: 1. Kevin Noonan (Hon); 2. Jerry Pellegrino (Hon); 3. Steven Siegfried (Hon); 4. Mike Resta (Hon); 5. Kevin McWilliams (Yam).
U/L S/SPRT: 1. Danny Roberts (Suz); 2. Ted Dake (Suz); 3. Mark Foster (Yam); 4. Regan Shaw (Yam); 5. Jim MccGrath (Suz).
M/W S/SPRT NOV: 1. John Coste (Hon); 2. Jerry Pellegrino (Hon); 3. Mike Resta (Hon); 4. Paul Denny (Hon); 5. Roger Haberkorn (Hon).

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PHOTO BY MARY PARTELOW

Jeremy McGrath was the 250cc Pro class winner at Perris.

H/W S/BIKE NOV: 1. Kyle Spradlin (Suz); 2. Chip Crowther (Suz); 3. Nate Donohew (Yam); 4. Scott Lyman (Suz); 5. Wayne Watts (Suz).
L/W S/BIKE EX: 1. James Ronan (Yam); 2. Gary Stumm (Yam); 3. Mike Spradlin (Yam); 4. Mark Foster (Yam); 5. Bill Kranenberg (Suz).
S/TWINS EX: 1. Greg Flagg (Kaw); 2. Peter Norling (Duc).
H/W VINT EX: 1. John Long (Vin); 2. Joe Drost (Hon); 3. Reinhold Winkler (Duc).
L/W VINT: 1. Doug Medema (Duc); 2. Frank Kierickx (Yam); 3. David Atlas (BRI).
M/W GP ES: 1. John Long (Duc); 2. Bill Beesch (Hon); 3. Pat Johnson (Hon); 4. Jody Chodkowski (Yam); 5. Jerry Pellegrino (Hon).
$1000 SHOOT-OUT: 1. Mark Chin (Yam); 2. John Long (Suz); 3. Danny Roberts (Suz); 4. John Choate (Suz); 5. Frank Kinsey (Yam).
L/W S/BIKE NOV: 1. Jeff Johnson (Suz); 2. Ben Stowers (Yam); 3. Steve Wishinsky (Suz); 4. Perry Melneciuc (Yam); 5. Marcus Day (Kaw).
S/TWIN NOV: 1. Dana Phelps (Duc); 2. Marcus Day (Kaw); 3. Randy Ard (H-D); 4. Frank Hessmer (Cag); 5. Jeff Emery (Cag).
H/W VINT NOV: 1. Peter Watson (BWM); 2. Randy Ard (H-D); 3. Mike Kirby (Nor); 4. Jon Stauffer (Hon); 5. Allen Burney (BWM).
M/WW GP NOV: 1. Kevin Noonan (Hon); 2. Steven Siegfried (Hon); 3. Kevin McWilliams (Yam); 4. Lamont Harris; 5. Roger Haverkorn (Hon).

Hendon tops Hopkinsville HS

By Regina Greer

HOPKINSVILLE, KY, NOV 5

Tony Hendon took home the overall win in round two of the Mid-South Hare Scrambles Series. After several days of rain the nine laps of tight woods and deep water holes made it very difficult to finish.

Mike Taylor led the Four-Stroke class until the beginning of the last lap when Jerry Castleman came out with the first place spot.

Overall, the race was considered a good experience for the 35 trail riders who attended.

Results

PRO: 1. Tony Hendon; 2. Jesse Greer.
OPEN A: 1. Gary Copeland; 2. Charles Galbert; 3. Tony Legon; 4. Anthony Rice; 5. Ken Joyce.
LIGHT A: 1. Paul Allen; 2. Neal Raggett; 3. Kent Stanley; 4. Marty Jones.
OPEN B: 1. Chales Gilbert; 2. Tom Krag; 3. Rod Thurley; 4. Mark Boyd; 5. Robert Adkins.
250 B: 1. Scott Martin; 2. Jason Moody; 3. Mike Woods; 4. Patrick Taylor; 5. Larry Clemons.
200: 1. Barry Riggsbee; 2. Gene Thurman; 3. Bill Cherry; 4. Foster Pierson; 5. Janson Dunes.
125: 1. Joey Still; 2. Mark Pritchett; 3. Dale Stallins; 4. Robert Clark; 5. Tim Cothron.
SR: 1. Jesse Carter; 2. Don Wolfe; 3. John Giles; 4. Larry Still; 5. James Branlett.
S/SR: 1. Emmett Cox; 2. Johnny Freidle.
4-STRK: 1. Jerry Castleman; 2. Mike Taylor; 3. Bryan Dickens; 4. Charles Nash; 5. Ronnie Dickens.
H/TR: 1. Ricky Miller; 2. David Williams; 3. Mark Farr; 4. Terry Denny; 5. Kurt Dendy.
L/TR: 1. Rip Sewell; 2. David Lambreth; 3. Mike Bowen; 4. David Bounce; 5. Jerry Harrell.

McGrath wins big at Perris MX

By Mary Partelow

PERRIS, CA, OCT. 29

Jeremy McGrath came to Perris Raceway and scored a big win in the combined Pro class over Yamaha rider Warren Reid, Willy Musgrave and Eddie Arnet.

In the combined Pro class it was Arnet first off the line, but he overshot the corner in the first turn and gave way to Honda 250cc rider McGrath, who then took a huge lead. McGrath rode at a wild pace that was several seconds faster than the other riders. Second place Arnet was trying in vain to keep the fleeing McGrath in sight. Musgrave, on his ATK406 began to pressure Arnet, looking for any opportunity to pass on the tight track.

Reid, riding an older model Yamaha YZ250, soon caught up with Musgrave. Musgrave's pace quickened and Arnet pulled over and let him by.

"I wanted to follow somebody, I'm not familiar enough with this bike to be a leader" said Arnet, who was riding an '89 KX500. He jumped in right behind Musgrave with Reid following closely in fourth place, and the three had a full battle inches apart for most of the race.

Arnet's and Musgrave's big bore bikes pulled away in the straights, but Reid, being more aggressive in the turns, made up considerable time. The track proved the riders to be equally matched and they put on a good show for the Perris spectators. The end result was unchanged, McGrath finished with a half lap lead. Musgrave, Arnet and Reid stayed together through the finish.

In moto number two McGrath took the holeshot with Arnet behind. McGrath didn't pull away as much, as Arnet tried this time to stay ahead of Musgrave. But Musgrave was riding fast and soon caught up with Arnet. He applied the pressure and passed when Arnet got sideways in the sand. By this time Reid had crashed and McGrath had taken another serious lead. Musgrave pulled away and Arnet caught back up a little, but never got a bid to pass. McGrath won with a 20 second lead. Musgrave followed in second with Arnet in tow for third.

Results

MINI BEG: 1. Nathan Ellertson; 2. Mike Stevens (Yam); 3. Bernhard Leitner (Yam).
MINI NOV: 1. Robby Hock (Kaw); 2. Travis Fleming (Hon).
MINI INT: 1. Billy Felts (Kaw); 2. Steve Andrich (Suz).
MINI EX: 1. Derek Natvig (Kaw).
125 BEG: 1. Dan Alamangos (Hon); 2. Steve Huddleston (Hon); 3. Tim Olson (Kaw).
125 NOV: 1. Adam Jones (Kaw); 2. Tim Slayton (Kaw); 3. Tony Richard (Yam).
125 INT: 1. Mike Chamberlain (Yam); 2. Brian Calhoun (Kaw); 3. Scott Bristol (Hon).
125 PRO: 1. Levi Noble (Kaw).
250 BEG: 1. Dennis Burns (Yam); 2. Danny Rudd (Yam); 3. Tarek Saba (Suz).
250 NOV: 1. Joe Crouch (Kaw); 2. Tony Seckman (Hon); 3. Mark Sennett (Yam).
250 INT: 1. Guy Deckert (Kaw); 2. Ken Erb (Suz).
250 PRO: 1. Jeremy McGrath (Hon); 2. Warren Reid (Yam); 3. Ulf Johnasson (Hon).
OPEN NOV: 1. Steve Banning (Hon); 2. Mike Dougherty (ATK); 3. Mark "Robo" Stroup (Hon).
OPEN INT: 1. Mike Laughlin (Hon); 2. Bill Erb (Hon); 3. Brian Davy (Yam).
OPEN PRO: 1. Willy Musgrave (ATK); 2. Eddie Arnet (Kaw).
VET NOV: 1. Randy Skinner (Suz); 2. Mark Stroup (Hon); 3. Dale Ligor (Suz).
VET INT: 1. Paul Vogelsang (Hon); 2. Steve Clark (Hon); 3. W.J. Bradbury (Hon).
VET EX: 1. Gary Jones (Hon); 2. Clark Jones (Yam); 3. Tibor Papp (Hon).
OT: 1. Marvin Olson (Yam); 2. Jody Weisel; 3. Bengt Johansson (Hon).

Tresser tops Monterey ST

By Mike Vancil

MONTEREY, CA, NOV. 5

Andy Tresser took his second overall win in two weeks at the one-seventh mile oval short track promoted by R & D Enterprises on the Monterey County Fairgrounds facility.

The heat race of 10 laps was a definite preview of what the final outcome would be. At the green light Tresser leaped into the lead and this freed him from the battle Paul Iwanaga was involved in with Randy Beremand and Daniel McDonnell. At the checkers Tresser had the win but Iwanaga had slipped past the others with whom he was battling and earned second.

In the other heat race Dan Cahoon powered to the win on his Harley-Davidson with John Pack in tow.

In the final, 13 riders lined up to do battle on the tiny track and what a battle it was. Tresser again asserted himself early and grabbed the lead. Now all he had to do was not make any errors and fight off any attempts of his competitors who had ideas about passing. Certainly the most pressure came from Iwanaga and he didn't make any errors but neither did Tresser. Lap after lap these two circulated out front and how they stayed upright was a bit of a wonder. Each were diving into the corners seemingly harder on each lap. Third at the checkers was Dan Cahoon.

Quickest off the line in the Pee Wee final was Tony Souza Jr. on a little Yamaha. Souza used good thinking when the slower riders were being lapped as he and Michael Hanna went around some riders on either side but the distance between Souza and Hannas never changed. Souza got the checkers first.

Hottest amateur on the evening was Lonnie Pauley who took home two first place trophies in the 250cc and 500cc Junior finals. In both instances he was the quickest starter and he backed it up with hard, controlled slides and good throttle application upon exiting the turns. He was aware that one mistake in the 250cc class and he would be following Jake Zemke instead of leading.

In the 500cc Junior class it was Bob Pack who was close to his rear wheel the whole 12 laps.

Results

P/W 50: 1. Tony Souza Jr. (Yam); 2. Michael Hanna (Suz); 3. Christopher Canepa (Yam); 4. Kenny Heess (Yam); 5. Kristopher Gori (Yam).
MINI 60 NOV: 1. Gary Miller (Kaw); 2. Jason Thompson (Yam); 3. Curtis Peebles (Kaw); 4. A.J. Kirkpatrick (Kaw); 5. John Dawson Jr. (Kaw).
MINI 60 JR: 1. Jeff Gabhart (Kaw); 2. Johnny Murphree (Kaw).
MINI 80 NOV: 1. Greg Miller (Kaw); 2. Jeremy Twitt (Kaw); 3. Don Hart (Yam); 4. John Dawson Jr. (Kaw); 5. Shane Russel (Kaw).
MINI 80 JR: 1. Johnny Murphree (Kaw); 2. Brian Sghee (Kaw); 3. Dan Hart (Kaw); 4. Jeff Gabhart (Kaw); 5. T. Alvernaz (Yam).
250 NOV: 1. William Luker (Hon); 2. Gregory Eny (Yam); 3. Scott Graham (Yam); 4. Michelle DiSalvo (Yam); 5. Aaron Twitt (Kaw).
250 JR: 1. Lonnie Pauley (Yam); 2. Jake Zemke (Yam); 3. Kirk Brewer (Kaw); 4. Perry Lang (Yam); 5. James Lu (Hon).
500 NOV: 1. John Pierce (Yam); 2. Raymond Gamm (BSA); 3. Mark Sheppard (Yam); 4. Larry Crawford (Yam); 5. Michelle DiSalvo (Yam).
500 JR: 1. Lonnie Pauley (Yam); 2. Bob Pack (Yam); David Freeze (Yam); 4. Greg Soderer (Hon); 5. Greg So (Hon).
600 NOV: 1. Allen Griswold (Yam); 2. Mark Shepp (Yam); 3. Bob Griswold (Yam); 4. Jack Cook (Hon); 5. M Saunders (Hon).
600 JR: 1. Greg Sowle (Hon); 2. David Freeze (Ya 3. John Dawson (Yam); 4. Tracy Dawson (Yam); 5. Pack (Yam).

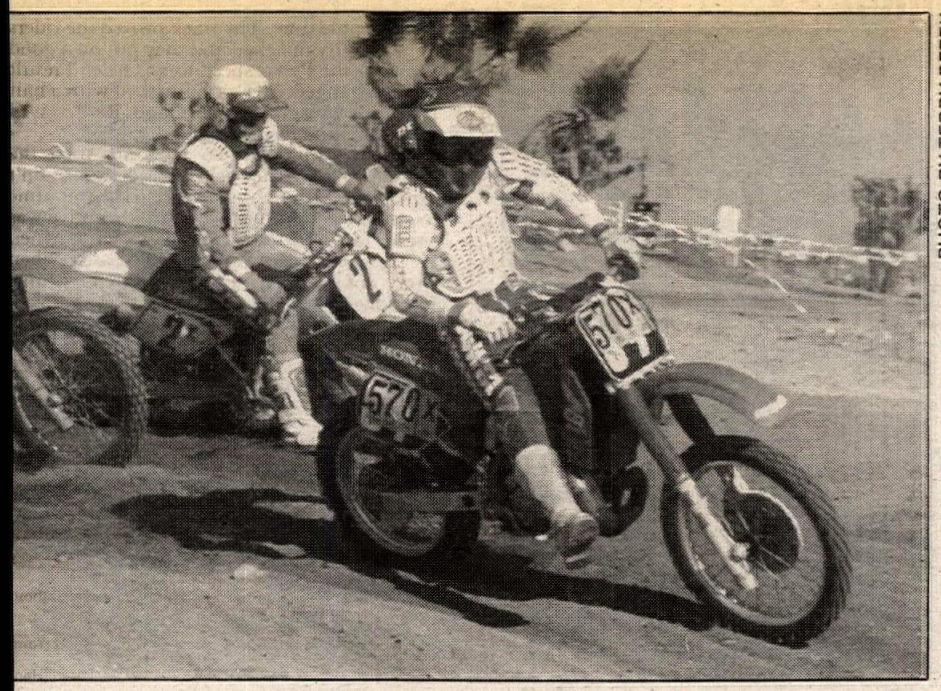

PHOTO BY TERRY REZEK

cott Hoffman (570X) jumped into the lead at the start of the novice vent at LACR and held it all the way to the finish.

500 EX: 1. Andy Tresser (Rtx); 2. Paul Iwanaga (Hon); Dan Cahoon (H-D); 4. Robert Damron (Rtx); 5. John Pack am).
VET: 1. Tim Wallace (Yam); 2. Larry Edwards (Yam); 3. b Meiring (H-D).
BIG GUYS/LITTLE BIKES: 1. Ron Spencer (Hon); 2. Brad encer (Hon); 3. David Sanchez (Kaw); 4. Paul Iwanaga on).

eterson pounds LACR GP

y Terry Rezek

LMDALE, CA, NOV. 13

aine Peterson led from start to finish to win e Open Beginner class at round four of the e-race CRC Sponsorship Series, a grand ix at Los Angeles County Raceway.

With CRC's policy of rotating the starting nes of classes over the year, it was the ginners turn to ride last when the course s at its worst. The Open bikes went off st and Peterson came off the line with the d and never relinquished it. He was lowed across by Steve Schobsdorf. Joe man had his suspension set well for the gh track and came off the dead-engine start k-and-neck with John Topor. Haman ared the first turn in the lead of the 250cc ginner class.

By lap three, Haman had moved up to ond overall, past most of the Open class es which had started 20 seconds ahead of n. On the next lap, he popped into the rall lead and cruised on for the win. Topor ng on to secod for the entire race.

Charlie Beck and Rich Thomas chased each er for the lead of the 125cc Beginner class ht from the drop of the flag. Both went wn in the middle of the race, giving the d to Patrick O'Connor who, in turn, was ssured by Darren Clifford. Near the end the race, Clifford found the opening and e past for the win.

immy Chamberlin put on a dazzling ride the 125cc Novice event. The 125s started he third row, 30 seconds after the 500s and seconds after the 250s, and Chamberlin was even the first 125 through turn one. By end of the first lap, he had already passed the 125s and 10 of the 250s. At the finish, only bike ahead of him was 250cc Novice der Scott Hoffman, who had been there m the start of the race. Mike DeStefano had 500cc lead from turn one but went down the back side of the track on lap two. Danny macher gratefully accepted the lead and nt on for the 500cc Novice win.

ack Lawrence was in the middle of the nt-runners as the 250cc Intermediate class nt through turn one. Before the first lap over, Lawrence had the lead. He held that ition through lap five despite a constant llenge from Dave Welty. On lap six, Welty k the lead for good and Lawrence finished ond overall.

eff Kaplan went from flag to flag in the l of the 500cc Intermediate class for an easy .

onnie Densford had the 125cc Interme- te lead through mid-race with Terry livan relentlessly moving up. By lap 11, livan had the lead and the win in his ttle hand.

sults

BIG WHL: 1. Jimmy Russell (Kaw).
BEG: 1. Matt Hall (Yam); 2. Chris Allen (Kaw); 3. Scott son (Kaw); 4. Kris Keefer (Kaw); 5. Dale McKee (Suz).
NOV: 1. Jason DePatto (Hon); 2. Terry Parsons; 3. Sage (Hon).
INT: 1. Joey DePatto (Hon).
EX: 1. Dustin Evans (Hon).
NT: 1. Matt Hilgenberg (Bul); 2. Tom Smith (Hon); 3. Falassi (CZ); 4. Mike Aldirch (CZ); 5. Rod Kirkpatrick
MN NOV: 1. Sue Sittman (Suz); 2. Val Roberts (KTM); y Ames (Hon); 4. Jennifer Constable (Hon); 5. Janet hews (Hon).
MN INT: 1. Lori Hedstrom (Hon); 2. Shiela Moretz (Hon); na Zahrt (Hon).
MN EX: 1. Dana Evenson (Suz).
T BEG: 1. David Gauthier (Yam); 2. Rob Bevington ; 3. Chris Varner (Hon); 4. Mark Neal (Hus); 5. Carlos vis (Hon).
T NOV: 1. Michael Nowicki (Hon): 2. Ron Bragdon (Hon); 3. Randy Burak (Hon); 4. Tim McArdle (Hon); 5. Russ Hoffman (Hon).
VET INT: 1. Todd Peterson (Yam); 2. Randy Anderson (Yam); 3. Bill Phillips (Hon); 4. Randy Tittlemier (Hon); 5. Michael Rochester (Hon).
VET EX: 1. Rod Richardson (Kaw); 2. Tracy Hrach (Hon); 3. Steve Rawson (Hon); 4. Jef Harriott (Kaw); 5. Mike Webb (Suz).
SR BEG: 1. Terry Rezek (Suz).
SR NOV: 1. Jerry Purkett (Kaw); 2. James Dills (Yam); 3. Barry Gordon (Hon).
SR INT: 1. Robert Linville (Suz); 2. Richard Wilson (KTM).
SR EX: 1. Robert Mennell (Hon).
125 BEG: 1. Darren Clifford (Suz); 2. Patrick O'Connor (Suz); 3. Jason Simmons (Kaw); 4. Charlie Beck (Hon); 5. Bob Muckleroy (Hon).
125 NOV: 1. Jimmy Chamberlin (Hon); 2. Tony Barranti (Hon); 3. Jon James (Yam); 4. Eric Huffine (Suz); 5. Adam Watters (Kaw).
125 INT: 1. Terry Swanson (Yam); 2. Ronnie Densford (Hon); 3. Malcolm Brix (Suz); 4. Matt Drury (Hon); 5.Joel Tokarsky (Hon).
125 PRO: 1. Troy Welty (Suz); 2. Eric Wicker (Hon); 3. Todd Campbell (KTM).
250 BEG: 1. Joe Hamon (Hon); 2. John Topor (Hon); 3. Steve Charbonneau (Hon); 4. Cory Stephens (Yam); 5. Clint Hamilton (Yam).
250 NOV: 1. Scott Hoffman (Hon); 2. Mike Little (Hon); 3. George Andrews (Hon); 4. Chris Leiker (Hon); 5. Bud Donatoni (Hon).
250 INT: 1. Dave Welty (Suz); 2. Jack Lawrence (Yam); 3. David Donatoni (Hon); 4. Scott Murphy (Kaw); 5. Adam Pontious (Hon).
250 PRO: 1. Todd Lehman (Hon); 2. Bob Stephenson (Hon); 3. Jeff Barbacovi (Yam); 4. Shawn Lane (Hon); 5. Lance Johnson (Kaw).
500 BEG: 1. Blaine Peterson (Hon); 2. Steve Schrobsdorf (Hon); 3. Kelly Nogy (Hon); 4. Jack Powell (Yam); 5. Steve Pinch (Hon).
500 NOV: 1. Danny Stymacher (Hon); 2. Kelly Wade (Hon); 3. Mike DeStefano (Kaw).
500 INT: 1. Jeff Kaplan (Hon); 2. David Thayer (Hon); 3. Tom Smith (Hon).
500 PRO: 1. Eddie Hicks (KTM); 2. Brad McLeod (Hon); 3. Robbie Lovas (Hon).

Newell/Stanfield top Santa Fe Team HS

By Phillip Ellsworth

CARBONDALE, KS, NOV. 13

Tim Newell and Jim Stanfield teamed up to take the win at the four-hour team hare scramble held at Santa Fe Trail Cycle Park.

Owner/promoter Paul DiPasquale laid out a dusty and demanding 5.1 mile loop of rocks, sand and tight woods for the 120 riders. This season-ending race had a team format that allowed two riders to share a bike or ride on their own. The only rule was that the ring with the lap tabs had to be passed from bike to bike, which resulted in a lot of hectic work in the pits.

Honda-mounted Newell and Kawasaki-mounted Stanfield completed 16 laps for the first place money. ISDE vet Stanfield took the unofficial Iron Man award by also-teaming with brother Mike for third place. Honda-mounted John Wilhite and Allan Broers placed second in the Expert class just a few minutes behind the leaders.

The 250cc class was hotly contested by 12 teams, with Kevin Christian and Ben Myers completing 15 laps for first in class, sixth overall. ●

Results

EX: 1. Tim Newell (Hon)/Jim Stanfield (Kaw); 2. Allan Broers (Hon)/John Wilhite (Hon); 3. Jim Stanfield (Kaw)/Mike Stanfield (Hus).
80: 1. Paul McDowell (Yam)/Rusty Scherterle (Yam); 2. Andy Bowyer (Hon)/Quentin Coffman (KTM); 3. Doug Parris (Kaw).
125: 1. Brandon Shrout (Suz)/Brian Shrout (Suz); 2. Todd Irish (Cag)/Quinton McDonnell (Hus); 3. Steve Cruse (Yam)/Monty Peterson (Yam).
200: 1. Vincent Davis (Hon)/Dave Haworth (Kaw); 2. Brad Blankenship (Suz)/Mike Patterson (Hon); 3. Bob Bivona (Kaw)/Bruce Clarke (Kaw).
250: 1. Kevin Christian (Yam)/Ben Myers (Yam); 2. Randy Brightwell (Yam)/Randy Robert (Suz); 3. Brad Chaney (Yam)/Rob Yarick (Kaw).
500: 1. Steve McWhorter (Hus)/Jay Williams (Kaw); 2. Mike Cox (Yam)/Paul Weber (Yam); 3. Calvin Bass (KTM)/Roger LeRette (KTM).
SOLO: 1. Scott Rundell (Kaw); 2. Jon Haas (Hon); 3. Phil Ellsworth (Kaw).
30+: 1. Paul DiPasquale (Kaw)/Bob Pitt (Hon); 2. Dale Fink (Hon)/Chuck Partridge (Hon); 3. Steve Bass (Hon)/Kunio Dudgeon (Hon).
40+: 1. Ted Hite (Hus)/Paul McDowell (C-A); 2. Leon Daugherty (Yam)/Larry Goldsmith (KTM); 3. Jim Letellier (KTM)/Gary Russell (Yam).
BEG: 1. Robert Jacquinot (Hus)/Russ Morgan (Hon); 2. Wayne Timan (Hon)/Bruce Zimmerman (Yam); 3. Greg Cassity (KTM)/Craig Wettengel (KTM).

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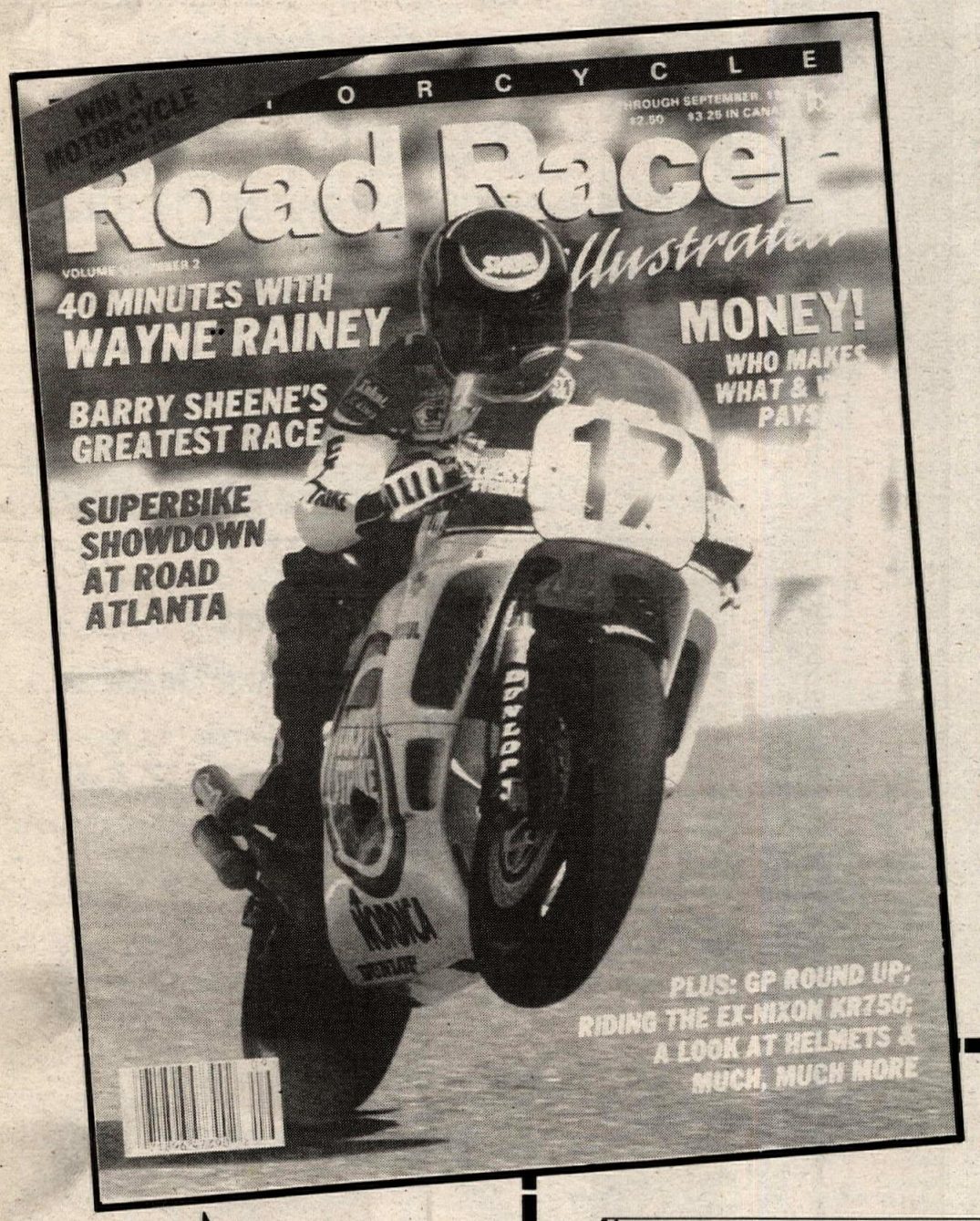

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calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/26	Suzuka, Japan
4/9	Phillip Island, Australia
4/16	Laguna Seca, United States
4/30	Jerez, Spain
5/14	Mugello, Italy
5/28	Hockenheim, West Germany
6/4	Salzburg, Austria
6/24	Assen, Holland
7/2	Spa, Belgium
7/16	Le Mans, France
7/23	Rijeka, Yugoslavia
8/6	Donington Park, England
8/27	Brno, Czechoslovakia
9/17	Goiania, Brazil
9/24	Buenos Aires, Argentina

*Tentative

World C'ship Superbike Road Race Series

3/26	Donington Park, England
4/30	Hungaroring, Hungary
5/14	Rio de Janeiro, Brazil
5/21	Buenos Aires, Argentina
6/4	Mosport, Canada
6/11	Brainerd, USA
6/22	Assen, Holland
7/2	Oesterreichring, Austria
7/30	Paul Ricard, France
8/27	Sugo, Japan
9/17	Hockenheim, West Germany
9/24	Pergusa, Sicily
10/8	Oran Park, Australia
10/15	Manfield, New Zealand

World C'ship 500cc MX Series

4/2	Valkenswaard, Holland
4/16	St. Jean d' Angeley, France
4/23	Schwanenstadt, Austria
5/7	Fermo, Italy
5/28	Ruskeasanta, Finland
6/4	Huskvara, Sweden
6/18	Hollister, CA, United States
7/2	Balasserona, San Marino
7/23	Farleigh Castle, Great Britain
8/6	Namur, Belgium
8/13	Ettlebruck, Luxembourg
8/27	Wohlen, West Germany

World C'ship 250cc MX Series

4/2	TBA,Yugoslavia
4/16	Payerne, Switzerland
5/7	Sittendorf, Austria
5/28	Sverepec, Czechoslovakia
6/4	Herleen, Holland
6/18	Rozerieulles, France
7/2	Maracay, Venezuela
7/9	Unadilla, NY, United States
7/23	Reiserberg, West Germany
8/6	Ulricehamn, Sweden
8/13	Hyvinkaa, Finland
8/27	Angreau, Belgium

World C'ship 125cc MX Series

4/2	Faenza, Italy
4/16	Moron, Spain
4/23	Cortehle, Portugal
5/7	Oss, Holland
5/28	Borgloon, Belgium
6/4	Gerstetten, West Germany
6/18	Dalecin, Czechslovakia
7/2	TBA, Great Britain
7/8	Killinchy, N. Ireland
8/6	Campos Jordao, Brazil
8/13	Cosquin, Argentina
8/27	Ahun, France

Motocross des Nations

9/10	Gaildorf, West Germany

International Six Days Enduro

9/25-30	Waldurn, West Germany

AMA Nat'l C'ship SX Series

1/28	Anaheim, CA
2/4-5	Seattle, WA
2/11	San Diego, CA
2/25	Atlanta, GA
3/4	Miami, FL
3/11	Daytona Beach, CA
3/18	Houston, TX
3/25	Tampa, FL
4/8	Dallas, TX
4/15-16	Pontiac, MI
4/26	E. Rutherford, NJ
5/3	Oklahoma City, OK
5/10	Los Angeles, CA
5/6	Pasadena, CA
7/15	Los Angeles, CA
*9/16	Denver, CO
*10/7	Las Vegas, NV

*Tentative
Info 714/938-4100

AMA 125/250cc Nat'l C'ship MX Series

4/2	Gainesville, FL
4/23	Sacramento, CA
4/30	Axton, VA
5/21	Southwick, MA
5/28	Mt. Morris, PA
7/2	Buchanan, MI
7/9	250cc GP New Berlin, NY
7/16	Troy, OH

Info 614/891-2425

AMA 125/500cc Nat'l C'ship MX Series

6/18	500cc GP Hollister, CA
8/20	Millville, MN
8/27	Washougal, WA
9/24	Binghamton, NY
10/1	Delmont, PA
10/8	Budds Creek, MD
10/15	New Berlin, NY
10/29	Hollister, CA

Info 614/891-2425

AMA Invitational Indoor Pro Ice Race Series

12/29	Muskegon, MI
12/30	Kalamazoo, MI
1/1	Ft. Wayne, IN
1/7	Danville, IL
1/8	Peoria, IL
1/13	Erie, PA
1/14	Hamilton, Ont., Canada

Info 616/941-0815

NETRA C'ship Enduro Series

12/4	Marlborough, CT

SETRA C'ship Enduro Series

1/15	Charleston, SC
1/22	Clinton, SC
1/29	Sumter, SC
3/5	Pelion, SC
3/12	Palatka, FL
3/19	Maxey, GA
4/30	Raeford, FL
5/14	Abbeville, SC

Info 404/532-6832

SETRA C'ship Hare Scramble Series

12/11	Sanford, NC
2/5/89	Maxeys, GA
2/26	Sumter, SC
4/2	Sevierville, TN
5/21	Union, SC

Info 404/967-3630

FTA C'ship Observed Trials Series

12/4	Hernado, FL
1/8/89	Crooms, FL

ARRA C'ship Series

1/28-29	Willow Springs, CA
2/4-5	Willow Springs, CA
2/25-26	Willow Springs, CA
3/18-19	Willow Springs, CA
4/8-9	Willow Springs, CA
5/20-21	Willow Springs, CA
6/17-18	Willow Springs, CA
7/1-4	Willow Springs, CA
7/22-23	Willow Springs, CA
8/12-13	Willow Springs, CA
8/26-27	Willow Springs, CA
9/16-17	Willow Springs, CA
10/21-22	Willow Springs, CA
11/11-12	Willow Springs, CA
12/16-17	Willow Springs, CA

Info 805/966-5700

ATA C'ship Observed Trials Series

12/3	Schreiber Cup Lucerne, CA
12/4	El Trial de Espana Lucerne, CA

Info 818/840-8120

Mickey Thompson Off-Road C'ship Series

1/21	Anaheim, CA
2/25	San Diego, CA
3/18	Seattle, WA
4/8	New Orleans, LA
4/15	Houston, TX

MRA C'ship Series

5/7	Longmont, CO
5/21	Denver, CO
6/4	Aspen, CO
6/25	Denver, CO
7/16	Denver, CO
7/30	Longmont, CO
8/12	Endurance, Denver, CO
8/13	Denver,CO
8/27	Pueblo, CO
9/9-10	Steamboat Springs, CO
9/24	Denver, CO

*Tentative
Info 303/443-7446

Florida Winter AMA Series

12/31-1/1	Gainesville, FL
1/7-8	Tallahassee, FL
1/14-15	Dade City, FL
1/21-22	Cocoa, FL

Info 813/822-8929

AMA Florida Grand Slam Series of MX

2/25	Atlanta, GA
3/4	Miami, FL
3/6	Daytona Beach, FL
3/11	Daytona Beach, FL
3/25	Tampa, FL
4/1-2	Gainesville, FL

Info 813/822-8929

AFM North C'ship Series

3/18-19	Sonoma, CA
4/2	Sonoma, CA
5/13-14	Sonoma, CA
6/3-4	Sonoma, CA
7/22-23	Sonoma, CA
8/6	Sonoma, CA
8/26-27	Sonoma, CA
10/22	Sonoma, CA

Info 327-0908

Texas Arenacross Series

1/6-8	Tyler, TX
1/13-15	Odess, TX
1/20-22	Belton, TX
2/10-12	Ft. Worth, TX

Info 817/433-5587

Toyota/Dunlop Formula USA Road Race Series

3/4-5	Willow Springs, CA
4/1-2	Willow Springs, CA
5/6-7	Willow Springs, CA
6/3-4	Willow Springs, CA
9/8-10	Willow Springs, CA
9/30-10/1	Willow Springs, CA

Info 805/256-2471

MXNW Super Series

5/6	Woodland, WA
5/21	Sandy, OR
6/4	Portland, OR
7/2	Albany, OR
7/16	Washougal, WA

Info 503/761-6042

Sabine Enduro Circuit Series

2/19	Fort Hood, TX
3/5	Thurber, TX
4/9	Nacogdoches, TX
4/30	Rockne, TX

Info 409/722-7926

DECEMBER

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SATURDAY, FEBRUARY 18TH: TRADE SHOW 12:00 NOON - 10:00 P.M. — RACES 8:00 P.M.
SUNDAY, FEBRUARY 19TH: TRADE SHOW 12:00 NOON - 6 P.M. — RACES 2:00 P.M.
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100 Speedway Lane, Hanover, PA 17331
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Want to go racing!? Check the Cycle News calendar section.

AMA District 37 Calendar

Southern California

District #37 Competition Race Schedule For Dec. 1988

Date	Club	Race
Dec. 11	Dirt Diggers M/C Contact: Ward Landis Phone: (213) 829-1138 "10-6" M-F Location: Charlie's Place Trona Rd - Lime from 395 & Red Mt.	H&H

District #37 Road Riding Schedule For Dec. 1988

Dec. 18	Trac 0 Contact: Don Bell Phone: (714) 730-5577	UCI Toy Run

District #37 Dual Sport Schedule For Dec. 1988

There Are No Dual Sport Rides Scheduled For Dec.

National AMA Membership Information

1 (800) AMA-JOIN

Call Between 6 a.m. - 2p.m. California Time

AMA SANCTIONED
The SCHREIBER CUP
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SATURDAY, DECEMBER 3, 1988
LUCERNE VALLEY, CA
CHAMPION AND SUPPORT CLASSES
AND
EL TRIAL DE ESPAÑA
19TH ANNUAL presented by The American Trials Association

SUNDAY, DECEMBER 4, 1988
LUCERNE VALLEY, CA.
GIANT RAFFLE! GRAND PRIZE — HONDA REFLEX
SPECIAL NON-TRIALS BIKE, AND PRESS INDUSTRY CLASS.
ENTRY FEE: $20.00 SPECTATORS FREE!
SIGN-UP 8:30 A.M. TRIAL BEGINS 10:00 A.M.
HELMETS, GREEN STICKERS & SPARK ARRESTORS REQUIRED.
FOR INFO: (619) 949-7310 DAYS (714) 874-6124 NIGHTS
DIRECTIONS: I-15 to Bear Valley exit - Go East to Hwy. 18 through Lucerne Valley - Then turn left on Camp Rock Road - Turn right on Cambria (dirt road) and follow signs to trials site.

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CRC CALIFORNIA RACE SCHEDULE
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Sun. Dec. 4	Merry Christmas GP Perris Raceway
Sun. Dec. 11	MX LA County Raceway
Sun. Dec. 18	MX Glen Helen
Sun. Dec. 25	NO RACE

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CRC Info 805-272-8889

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JANUARY

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December 2

MICHIGAN SAND DRAGS
MMA/Gilbert Dunoee MX Club/DBN Jaycees. Bob Farmer Park, Dearborn. Info 313/563-7510.
SOUTH CAROLINA SUPERCROSS
• Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless, between Dallas & Fort Worth. Info 817/540-0815.

December 2-3

LOUISIANA SHORT TRACK
Motorsports of America. Lake Charles Civic Center, Lake Charles. Info 316/225-7041 or 225-1430.
OREGON ARENACROSS
MXNW Series, Salem Fairgounds, Salem. Info 503/928-4474.

December 2-4

NEVADA DESERT RACE
• Best in the Desert Grand Slam C'ship Series. Riverside Resort, Lauglin. Info 702/457-5775.

December 3

ALABAMA SHORT TRACK
Motorsports of America. Birmingham Civic Center, Birmingham. Info 316/225-7041 or 225-1430.
ARIZONA HARE & HOUND
ADRA. 12th Annual Sonoita to Rocky Point. Start Jaime Jerez pit area. Info 800-678-0244.
CALIFORNIA TRIALS
ATA Series. Schrieber Cup. Lucerne Valley. Info 818/840-8120 or 714/898-8151.
CALIFORNIA MINI MX
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
Racing. Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA ENDURO
AMA/D-36/Hayward MC. Middle Creek Campgrounds, Upper Lake. Info 415/489-8437.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA SUPERCROSS
Knucklesville MX, Dahlonega. Info 404/864-8735.
GEORGIA MOTOCROSS
• Supercross of Ringgold. Ringgold. Info 404/937-3372.
MARYLAND SHORT TRACK
• Cockeysville Optimist Club/Baltimore County Trail Riders. Timonium State Fairgrounds, Timonium. Info 301/284-5330.
MEXICO HARE & HOUND
ADRA Series. 12th Annual Sonoita to Rocky Point H & H. Just south of Lukeville, AZ. Info 602/252-1900.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.

December 3-4

CALIFORNIA ROAD RACE
• ARRA Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. 9th Annual Rattlesnake. Ancient Dry Lakebed, Imperial County. Info 619/427-5759.

December 4

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARIZONA MOTOCROSS
Canyon Raceway, Phoenix. Info 602/258-RACE.
ARKANSAS HARE SCRAMBLES
Arkansas H.S. Series. NEAMA. Craighead Forest Park, Jonesboro. Info 501/935-6585.
CALIFORNIA GRAND PRIX
• Coast Racing Assn. Brad Lackey Christmas GP. Carlsbad Raceway, Carlsbad. Info 619/722-3292.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA GRAND PRIX
CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA TRIALS
ATA Observed Trials Series. El Trial de Espana. Lucerne Valley. Info 619/347-5796 or 714/898-8151.
CALIFORNIA MOTOCROSS
• CMC Multi-Nationals. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA HARE SCRAMBLES
Salinas Ramblers MC Quicksilver European Scrambles. Coalinga, King City. Info 408/422-3232.
CALIFORNIA MOTOCROSS
• SMX. Western USA #5. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA GRAND PRIX
AMA/D-38/El Centro Kiwannis Club. Toys for Santa's Kids. Ancient Dry Lake Bed.
CALIFORNIA SHORT TRACK
AMA/Lodi MC/Chris Carr. Marathon. Lodi Cycle Bowl, Lodi.
CALIFORNIA GRAND PRIX
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CONNECTICUT ENDURO
NETRA C'ship Series. Salmon River Enduro, Marlborough. Info 203/875-5757.
FLORIDA TRIALS
FTA Observed Trials. Crooms MC Park, Brooksville. Info 904/596-0047.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA HARE SCRAMBLES
Winter Series. Borderline HS, Tallapoosa. Info 404/941-8464.
ILLINOIS MOTOCROSS
• White Oaks Raceway, Otterville. Info 618/498-2775.
MARYLAND HARE SCRAMBLES/MX
• AMA/D-7. Potomac MX, Budds Creek. Info 301/475-2000.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017or 939-5077.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
OHIO HARE SCRAMBLES
• Team HS C'ship of the World Series. Action Sports Promotions. Nelsonville. Info 614/753-2169.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/756-8601 or 614/389-5268.
OKLAHOMA CROSS COUNTRY
Okie Dirt Riders. Draper Lake, Oklahoma City. Info 405/632-3370.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
Suicide Run MX Park, Yemassee. Info 803/844-2082.
SOUTH CAROLINA HARE SCRAMBLES
Eastern C'ship Series. PCCA. Abbeville. Info 803/446-3643.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TENNESSEE MOTOCROSS
Benefit Race. Boyd's Creek Raceway, Sevierville. Info 615/453-8947.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
TEXAS MOTOCROSS
• Mustang Tracks, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS HARE SCRAMBLES
Trail Riders of Houston HS Series. Bastrop MX, Bastrop. Info 713/568-2623.
VIRGINIA MOTOCROSS
AMA, T & M Racing, S.M.E., Dillwyn. Info 919/473-5407.
WASHINGTON SCRAMBLES
MXNW Series. Woodland Winter Track, Woodland. Info 503/667-5701.

December 9

SOUTH CAROLINA SUPERCROSS
• Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.
WASHINGTON ARENACROSS
MXNW Series. Clark County Fairgrounds, Vancouver. Info 503/661-6813.

December 10

CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA POKER RUN
Southern California Enduro Club. Anderson Dry Lake, Lucerne Valley. Info 714/689-6114.
DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
FLORIDA SHORT TRACK/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA SUPERCROSS
Knucklesville MX, Dahlonega. Info 404/864-8735.
MEXICO ENDURO
Las Ancianos MC San Diego Tecate 250K Enduro. Tecate, B.C. Info 619/277-4476 or 279-2498.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
WASHINGTON MOTOCROSS
MXNW Series. Woodland Winter Track, Woodland. Info 503/667-5701.

December 10-11

OHIO INDOOR MX
• AMA/Action Sports Promotions. Fairgrouunds Coliseum, Columbus. Info 614/594-MOTO or 753-2169.
VIRGINIA SHORT TRACK
Motorsports of America. Hampton Coliseum, Hampton. Info 316/225-7041 or 225-1430.

December 11

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/2 & 2 Racing Team. Hollister Hills SVRA Upper Ranch, Hollister. Info 408/293-2743.
CALIFORNIA ENDURO
SCEC Series. Family Enduro. Anderson Dry Lake, Lucerne Valley. Info 714/689-6114.
CALIFORNIA MOTOCROSS
• PRRA/Holiday MX Series. Hollister Hills MX, Hollister. Info 415/968-1599.
CALIFORNIA MARATHON
4 Race Series. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MINI ROAD RACE
SRE. Karting Recreation Center, Oxnard. Info 805/871-7055.
CALIFORNIA MOTOCROSS
• Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA HARE SCRAMBLES
D-37/Dirt Diggers. 3rd Annual Winter Hare. Charlie's Place, limed from Trona Rd & 395. Info 619/376-2128.
CALIFORNIA GRAND PRIX
DCR. Perris Raceway, Perris. Info 714/371-6333.
CALIFORNIA MOTOCROSS
• CMC/IMI. Pearsonville - Ridgecrest. Info 805/945-9113 or 619/4446-7240.
GEORGIA MOTOCROSS
Hillbilly Hills MX, Roberta. Info 912/836-4400 or 836-4234.
ILLINOIS MOTOCROSS
White Oaks Raceway, Otterville. Info 618/498-2775.
INDIANA HARE SCRAMBLE
Team Scramble. H. Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
KENTUCKY HARE SCRAMBLE
Pendleton County MC Rec. Park, Gardnersville. Info 606/472-3442.
MARYLAND MOTOCROSS
AMA/D-7. Potomac MX, Budds Creek. Info 301/475-2000.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
NEVADA GRAND PRIX
• Santa Claus GP. Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC, Harpursville. Info 607/693-1975.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
Wheeling Inc., Maysville. Info 919/342-3972.
OHIO HARE SCRAMBLES/SHORT TRACK
Mansfield MC. Toy for Toy Time Mansfield. Info 419/524-1347.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raaceways, Oklahoma City. Info 405/681-9492.
OREGON SUPERCROSS
MXNW Series. Albany SX, Albany. Info 503/928-4474.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-339.
TENNESSEE HARE SCRAMBLES
Victory Sports Racing. Dallas Ricker Complex, Greeneville. Info 615/323-5497.
TEXAS HARE SCRAMBLE
Dirt Bike Club of San Antonio S.T. HS Series. High Grove. Info 512/733-0375 or 438-7594.

TEXAS MOTOCROSS
Skeeter MX, Alvin. Info 409/925-4232.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS MOTOCROSS
• Bastrop Racewy, Bastrop. Info 512/832-1274 or 321-9861.

December 16

SOUTH CAROLINA SUPERCROSS
• Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

December 16-17

OREGON MOTOCROSS
MXNW Series. Salem Arenacross, Salem. Info 503/928-4474.

December 17

CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA MOTOCROSS
• Ventura County Fairgrounds, Ventura. Info 805/656-1122.
FLORIDA SAND DRAGS/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA SUPERCROSS
Knucklesville MX, Dahlonega. Info 404/864-8735.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.

December 17-18

CALIFORNIA GRAND PRIX
ARRA Series Super Biker GP. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.

December 18

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA MOTOCROSS
CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA SUPERCROSS
• CMC GSN Warm-Up. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA MOTOCROSS
• CMC/IMI. Pearsonville-Ridgecrest. Info 805/945-9113 or 619/446-7240.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA HARE SCRAMBLES
Winter Series. Borderline HS, Tallapoosa. Info 404/941-8464 or 941-9050.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
INDIANA POKER RUN
HARE SCRAMBLE
H. Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
MARYLAND HARE SCRAMBLES/MX
• AMA/D-7. Budds Creek. Info 301/475-2000.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC, Harpursville. Info 607/693-1975.
NORTH CAROLINA MOTOCROSS
• SEMX Assn. Montrose MX, Raeford. Info 919/875-3805.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
Suicide Run MX Park, Yemassee. Info 803/844-2082.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS SCRAMBLE
Trail Riders of Houston. Yegua Creek ORV Park, Somerville. Info 713/879-5972.
TEXAS MOTOCROSS
• Mustang Track, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
WASHINGTON SCRAMBLES
MXNW Series. Woodland Winter Track, Woodland. Info 503/667-5701.

December 25

NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.

December 29

MICHIGAN ICE RACE
• Half Mile Race Corp. AMA Invitational Indoor Pro Ice Race Series. Walker Arena, Muskegon. Info 616/941-0815.

December 30

MICHIGAN ICE RACE
• Half Mile Race Corp. AMA Invitational Indoor Pro Ice Race Series. Wings Stadium, Kalamazoo. Info 616/941-0815.

December 30-31

OREGON ARENACROSS
MXNW Series. Salem Arenacross, Salem. Info 503/928-4474.

Dec. 30-Jan. 1

CALIFORNIA GRAND PRIX
• AMA/D-38/Fudpucker Racing Team 2nd Annual Dunaway Dash. Plaster City East, Imperial County. Info 619/427-5759.

December 31

CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA DESERT RACE
FRT Superstition Series. Dunaway Dash II. Plaster City West, El Centro. Info 619/427-5759.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.

Dec. 31-Jan. 1

FLORIDA MOTOCROSS
• 19th Annual Florida Winter AMA. Gatorback Park, Gainesville. Info 813/822-8929.

January 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389.
CALIFORNIA SIDECAR RUN
So. Cal. Sidecar Experience. Bob's Big Boy, Sunland. Info 818/366-3179 or 805/251-5051.
CALIFORNIA MARATHON
• CMC. Hangover Marathon. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA SUPERCROSS
RCR/Life's a Beach/Shock-Tech. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
INDIANA ICE RACE
• Half Mile Race Corp. AMA Invitational Indoor Pro Ice Race Series. Memorial Coliseum, Ft. Wayne. Info 616/941-0815.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
• SEMX Assn. 6th Annual Carolina Winter Series. Montrose MX Track, Raeford. Info 919/875-3805.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
Suicide Run MX Park, Yemassee. Info 803/844-2082.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town : _____ **State :** _____

Phone number (with area code) for more information: _____

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M/C TIREWORKS

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Sun. Dec. 11 Micro Sprint Gokart Championship
Sun. Dec. 18 CRC Motocross
HAPPY HOLIDAYS
Glen Helen OHV Park
P.O. Box 2937, San Bernardino, CA 92406

CMC Race With The Best
Sun. Dec. 4 Multi-Nationals Barona Oaks
Sun. Dec. 18 GSN Warm-Up Carlsbad Raceway
Sat & Sun Jan 7 & 8 Golden State Nat'l Rnd 1 Glen Helen
CA (714) 261-6116

SMX
MX SCHEDULE
Sat. Dec. 3 Perris
Sun. Dec. 4 DeAnza
(Western USA Series Round #5)
Sat. Dec. 10 Perris
Sun. Dec. 11 NO RACE
100% Pro Payback Saturday
INFO (714) 583-7486

DOUBLE CROSS RACING
GRAN PRIX so. cal. DOUBLE CROSS
Dec. 11
Perris Raceway
Santa Cross GP
INFO: (714) 371-6333

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P.R.R.A. Hollister Hills, CA
Sun. Dec. 11; Holiday MX Series
Sun. Jan. 29; Holiday MX Series
Sun. Feb. 26; Holiday MX Series
(Alternate Date)
Info: (415) 968-1599

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Long Beach 5210 Long Beach Blvd. (213) 423-8878
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NORWALK, CA 90650
National Motosport Association

SRA
California Schedule
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RESULTS

Motocross
NESC
Middleboro, MA
Nov. 6

125 NOV
Tim Danehy Hon
James Bethune Yam
Mike Wainio Hon
Jeff Neilander Kaw
Bernie Grzywacz Kaw
250 NOV
Ken Borghescni Hon
Jon Stark Yam
Ian Linscott Hon
Bob Bisson Yam
Jeff Terreak Yam
OPEN NOV
Ken Borghescni Hon
Jon Stark Yam
Steve McCluskey Hon
Joe Lebrun Yam
Jason Labella Kaw
125 AM
Shawn Conray Kaw
Mark Roderick Kaw
Keith Goyette Yam
Jim Johnson Hon
Scott Lamont Kaw
250 OPEN AM
Andy Kirkpatrick Hon
Shawn Conray Kaw
Bert Drouin Suz
Mike Haas Hon
Richard Barnaby Suz
125 EX
Jo Jo Keller Hon
Pat Barton Hon
Joe Waddington Yam
Gene Naumec Kaw
Ed Morse Hon
250 OPEN EX
Jim Boschen Kaw
Bob Wright Suz
Mike Dagaetano Yam
Paul Goyette Yam
VET (30-34)
Wemyss Scott Yam
Steve Kincaid Yam
Mark Malonson Suz
Mike Walsh Kaw
Chris Knuth Hon
SR VET (35+)
Dan Boone Sr. Yam
Lou Colon Yam
John Linnens Suz
Tom Navarro Sr. Hon
Ron Vincent Yam
85 BEG
Larry Lashway Kaw
Bryan Engstrom Yam
A.J. Alsup Kaw
David Menaird Hon
Brian Hawkins Yam
85 JR
Mike Perron Kaw
Dan Boone Jr. Kaw
David Souza Kaw
Darren O'Brien Kaw
John Studley Kaw
85 SR
Jason Fowler Kaw
Jason Buzzee Suz
Tony Lorusso Yam
Brett Nichols Suz
Peter Oknos Kaw
125 BEG
David Ouellette Kaw
Eric Limkemann Hon
Jeff Neilander Hon
Bryan McKennon Hon
Lee York Hon
125 JR
Keith Goyette Yam
Darren O'Brien Kaw
Jeff Neilander Hon
125 SR
Tony Lorusso Yam
Jason Buzzee Kaw
Ed Engstrom Yam

Motocross
County Line Raceway
Vance, AL
Nov. 5
By Dixie Cash

50
Nigel Gunthanp Yam
80 SR B
Ernie Whitehead Kaw
80 SR C
Dewayne Jones Yam
Todd Lovelady Yam
125 B
Jeremy Hartsfield Kaw
125 C
Russ Stephens Hon
Mark Williams Kaw
Roger Tindoll Hon
Allan Vaughn Kaw
Gerald Lovoy Yam
125 2 YR & OLDER BIKE
Randy Fuller Hon
250 B
Joey Siragusa Kaw
250 C
Brian Coleman Kaw
250 2 YR & OLDER BIKE
Mason Coldwell Hon
Robert Guyton Hon
OPEN
Randy Fuller Hon
Michael Eubanks Hon
Brian Coleman Kaw
Kim Nichols Yam
Charles Coley Hon
ENDR
Kevin Goolsby Yam
SR
Jim Morton Kaw
PP
Carrie Morton Kaw
Jackie Gunthanp Yam

Motocross
MX Green's Racway
Disputanta, VA
Nov. 13
By Caryl Pigg

P/W
Ashley Bruce Kaw
Jake Henes Kaw
Jamie Jayner Kaw
Jason Green Hon
Chris Wray Hon
JR MINI
Jake Henes Kaw
Ian Fortune Hon
Myles Scarco Kaw
Ashley Bruce Kaw
SR MINI
Ben Ricks Yam
Donnioe Ward Kaw
Chris Hall Hon
Ronnie Williams Yam
Troy Cooper Yam
125 A
Trey Wilkinson Kaw
Randy Gevry Hon
250 A
Robbie Wakefield Hon
J. J. Dean Hon
Dwight Fraser Hon
Kevin Mustain Kaw
David Sawyer Hon
OPEN A
Robert Gerken Hon
Rick Saunders Hon
Alan Kocotas Hon
125 B
Chris Taylor Hon
Allen Painter Yam
Daniel Whitten Cag
Doug Chappell Hon
250 B
Ken Putt Hon
John Harold Hon
Chris Taylor Hon
Chad Nunnally Hon
Joey Agle Kaw
125 C
Gene Greer Kaw
George Greer Yam
Larry Martin Suz
Billy Wilson Yam
Kenan Kidd Yam
250 C
Chuck Williams Kaw
Mike Martin Suz
Troy Edwards Hon
Denny King Kaw
Michael Francis Yam
SR
Randy Gevry Hon
A.C. Bruce Kaw
Joey Agle Kaw
25 +
J.J. Dean Hon
Dwight Fraser Hon
Alan Kocotas Hon
Rick Saunders Hon
Kenneth Brown Hon

Motocross
Lake Whitney
Cycle Ranch
Whitney, TX
Oct. 30
By Joyce Ladd

50
Brian Lackey Suz
60
Billy Gartman Kaw
Jason Moses Kaw
Colin Eddy Kaw
80 BEG
Joey Pratt Kaw
Travis Franklin Kaw
Michael Moses Yam
Kenny Chappell Yam
Donnie Franklin Kaw
80 NOV
Heath Wallis Kaw
Keith Adams Hon
Rowdy Flanagan Kaw
Trouble Crider Kaw
Brian Oestrick Kaw
80 INT
Willy Bowden Hon
Clint Latham Kaw
Doug Boyd Kaw
Lanny Cox III Kaw
Jerry Hill Jr. Suz
OPEN MINI
Clint Latham Kaw
Willy Bowden Hon
Lanny Cox III Kaw
Rowdy Flanagan Kaw
Trouble Crider Kaw
125 BEG
Craig Brower Yam
Lee Watson Hon
Jeff Deas Hon
Chris Shwgart Hon
Greg Noble Hon
125 NOV
Dennis Bonner Hon
Tim Woodruff Hon
James Mitchell Kaw
P.J. Kerr Kaw
Chad Webb Kaw
125 INT
Jason Krempin Hon
Brad Moran Hon
Jeff Johnson Kaw
Clay Branch Suz
Chad Clark Hon
125 EX
Mark Filler Kaw
Heath Kirkland Hon
Craig Mayhan Suz
250 OPEN BEG
Scott Isbell Hon
John Bass Yam
Jeff Hollansworth Hon
Eric Nysti Hon
Greg Noble Hon
250 NOV
Brent DeLay Hon
Scott Noble Hon
Cris Barton Kaw
Jerry Joiner Kaw
Ron Hendrix Yam
250 INT
Trey Clingfost Kaw
Kevin Williams Hon
Dwain Carter Hon
David Baskin Yam
Jeff Talley Kaw
250 INT
Trey Clingfost Kaw
Kevin Williams Hon
Dwain Cater Hon
David Baskin Yam
Jeff Talley Kaw
250 EX
Mark Tiller
500 OPEN
Joey Hardin Kaw
Barney Rubble Hon
Jay Knight Hon
Wayne Green Kaw
Daniel McKahtey Yam
25+
Joey Hardin Kaw
Wayne GFreen Kaw
Scott Noble Hon
Chuck Tresidder Hon
Jay Knight Hon
30+ NOV
T.C. Carter Hon
Authur Young Suz
John Bass Yam
Jim Dowdy Hon
Lester Knight Kaw
30 + INT
Brad Boddy Hon
Lonnie Hale Yam
Ed Miller Yam
John Hollansworth Kaw
Tim McClaskill Yam
30+ EX
Johnny Adams Hon
Jon Kolleinsuik Kaw
Rodney Young Hon
Chuck Tresidder Hon
Joe Busby Hon
40+
Darrell Bishop Hon
Ron Filler

Dirt Track
TX Dirt Track Assoc.
1988 Final
Point Standings
Irving, TX
By Margaret Orr

50 STK
Chris Pizer 100
Natasha Hollister 87
50 MOV
Jason Tyer 405
Dusty Crow 307
60/80
Billy Kennedy 468
Jason Tyer 202
Darrell Love, Jr. 95
Trey Glasco 32
Ty Howard 16
125
Brian Fleck 80
Ty Howard 32
250
Ty Howard 393
Rick Perry 126
Mike Weedin 20
OPEN AM
Jeff Pizer 211
Rick Perry 54
Ty Howard 11
OPEN EX 245
James Harris 158
Shane Jolly 145
Charlie Orr 118
TT SCRAMBLES
50 STK
Natasha Hollister
50 MOD
Jason Tyer 376
Dusty Crow 306
60/80
Billy Kennedy 353
Jason Tyer 160
Darrell Love, Jr. 91
Ty Howard 56
250
Ty Howard 53
OPEN AM
Kirk Tyer 201
Mike Weedin 16
OPEN EX
Shane Jolly 242
Jamie Harris 233
Charlie Orr 137
Mike Weedin 35

Trials
American Trials Assn.
Final Point Standings
1988 Victorville, CA

C'SHIP EX
Tom Hamann 6725
Mark Oldar 3900
Scott Annand 3250
Kevin Norton 2950
David Webster 1850
C'SHIP ADV
Charlie Gilfert 5800
Thomas Engelhardt 5125
Ed Stovin 2575
Pete Croft 2200
Jack Heminway 1250
VET ADV
Rob Shafer 500
Gary La Plante 500
SR ADV
Art Webster 6400
Gary Conrad 4125
Gil Smith 3850
Bob Schlatter 1525
Jack Heminway 1150
C'SHIP INT
Clyde Butler 6125
David Rextor 5375
Robert Madden 3575
David Graham 3525
Greg Bush 2725
VET INT
Clive Hannon 7000
David Whittle 4800
Kent Graham 4625
Pat Fox 4150
Guy Ward 2875
Bill Hannon 1825
Rob Shafer 1725
Bruce DeHaven 1275
Gil Smith 1225
Mark Miller 1025
SR INT
Ron Brehm 3950
Bob Thornton 2325
John Bourdeau 1500
Craig Hunter 1000
S/SR NOV
Duane Stone 5350
Dave Stanley 4400
Les Peterson 3600
Gary Stewart 2350
Steve Hill 1725
SR NOV
Marty Argo 4475
Mich Vanaman 3500
John Bourdeau 2375
John Collins 2100
Boyd Bernard 2075
Joe Goodson 2075
Steve Hill 1825
Ron Brehm 1400
Bob Goodman 1325
Rich Kirsch 975
VET NOV
Joe Slaughter 4400
Steve Youngberg 2800
Mark Miller 2200
Tim Weis 1900
Jeff Latimer 1825
Gary Bement 1625
Dave Davenport 1575
Jeff Seifert 1475
Jim Miller 1475
Chuck Coulson 1100
C'SHIP NOV
Dennis Wilson 3661
Jeff Nielsen 3150
Mark Snyder 2575
Bill Haskell 2525
Dennis Gilmore 2175
Mike Cushionbury 2041
Katy Feland 1985
Jimmie O'Dell 1880
Rick Daffern 1850
Tom Lasater 1825
C'SHIP BEG
Paul Johnson 2950
Pete Thalman 2550
Bian Hannon 2225
Nick Laughton 1975
Todd Sankey 1900
Glen Sankey 1800
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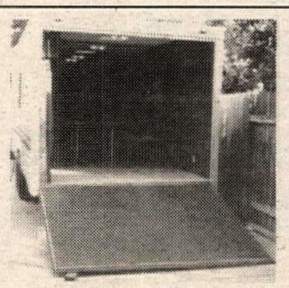

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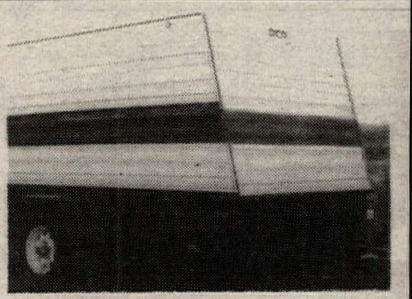

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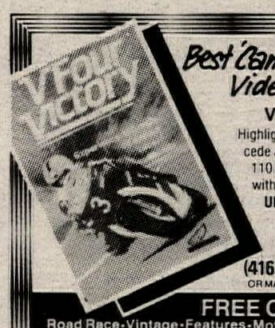

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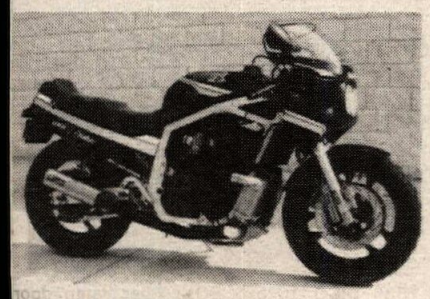

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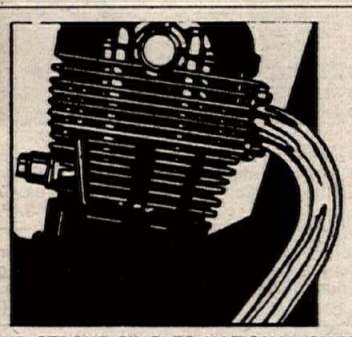

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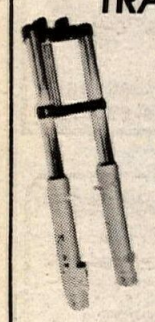

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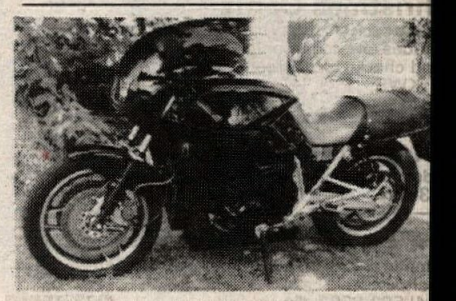

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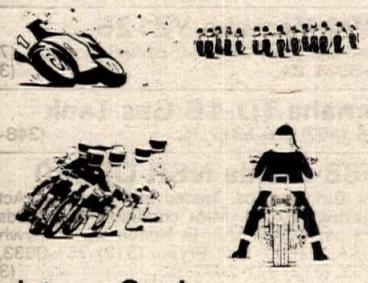

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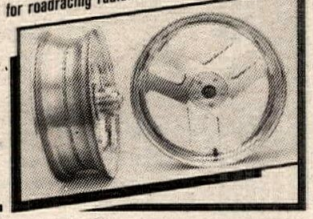

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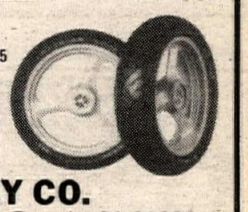

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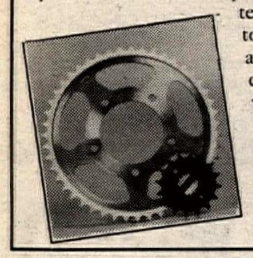

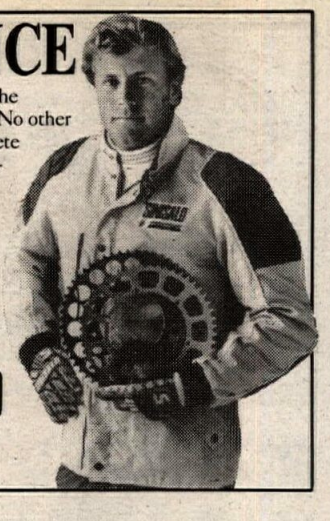

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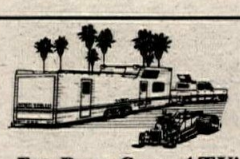

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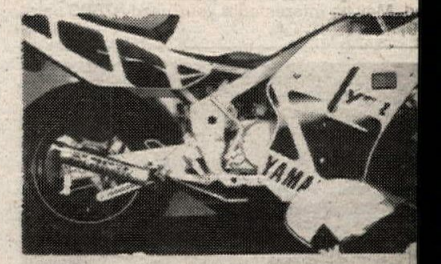

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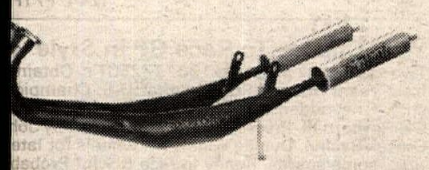

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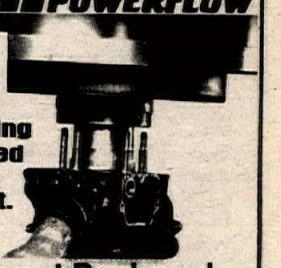

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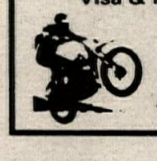

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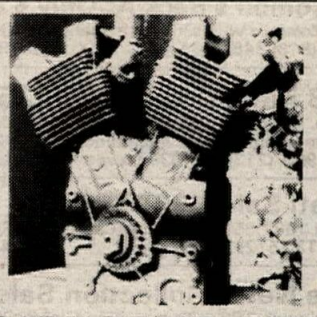

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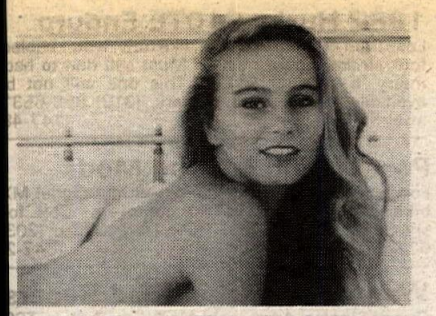

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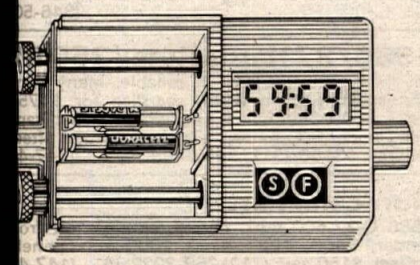

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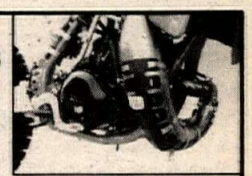

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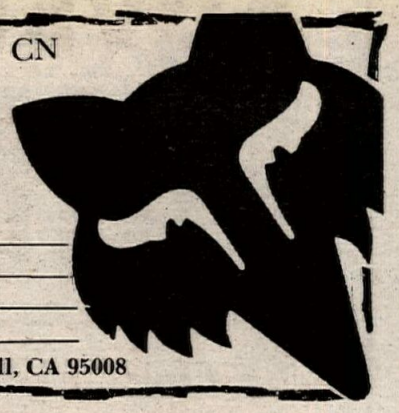

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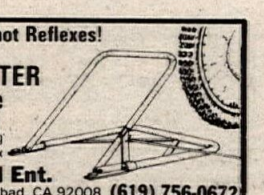

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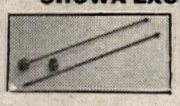

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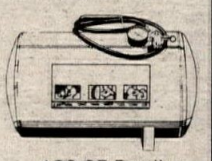

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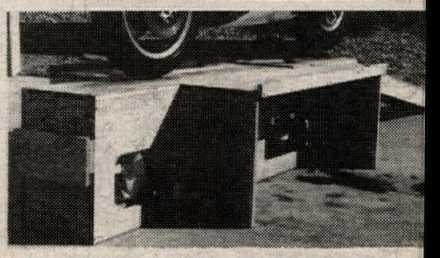

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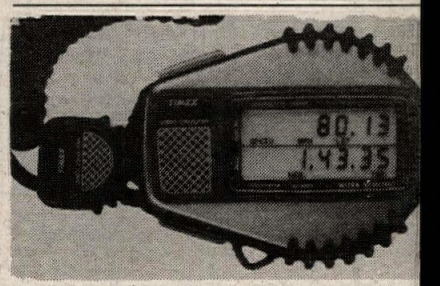

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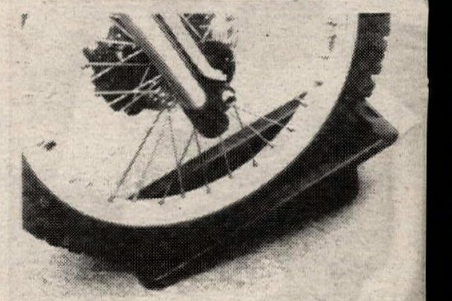

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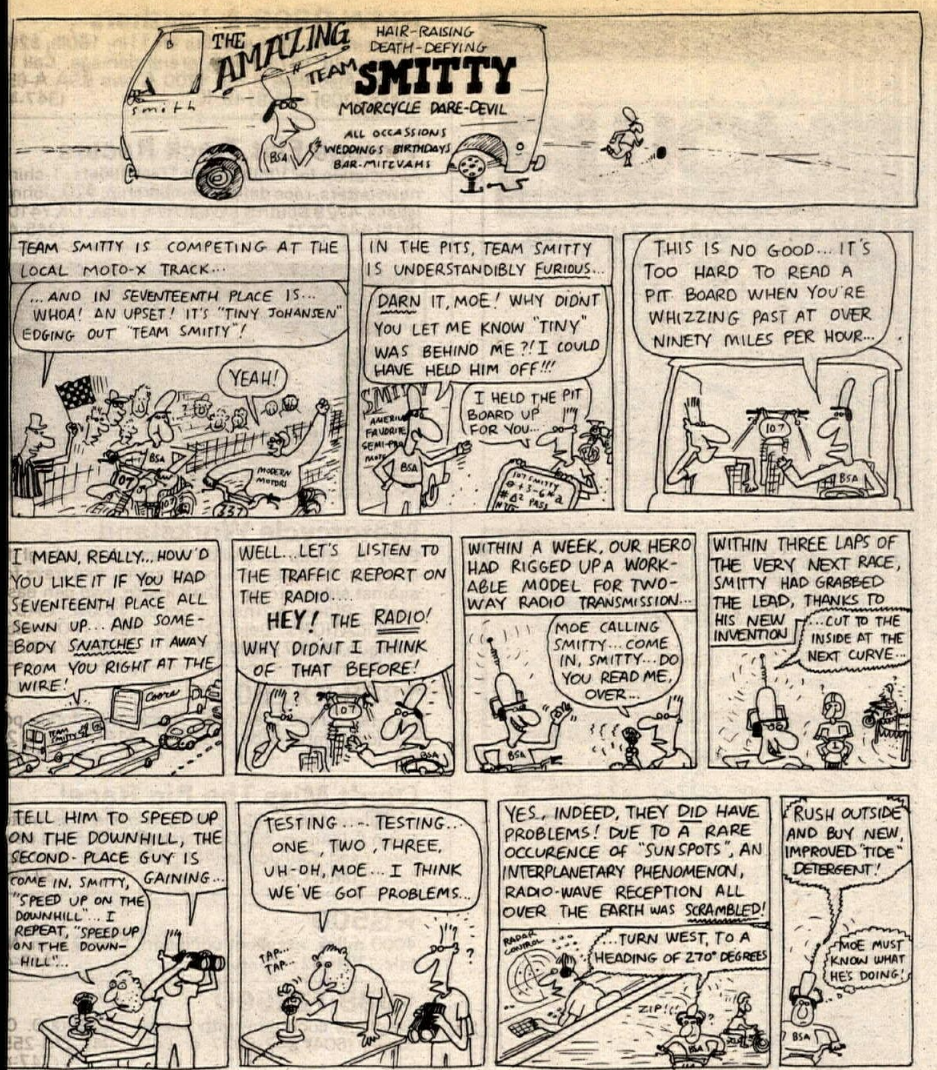

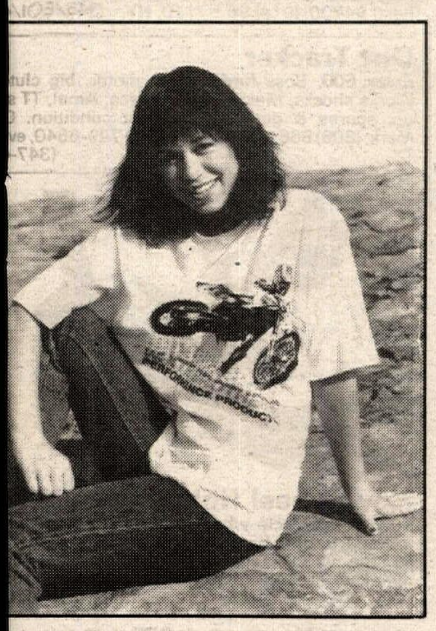

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